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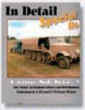

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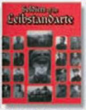

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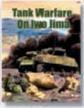

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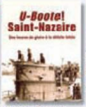

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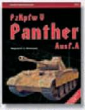

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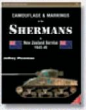

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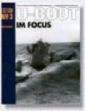

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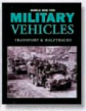

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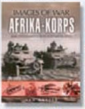

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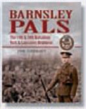

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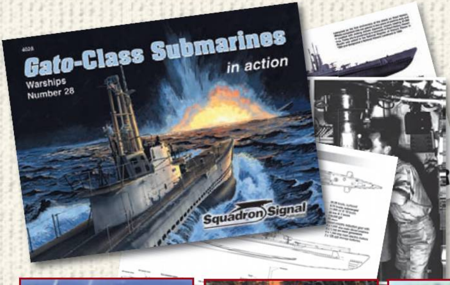
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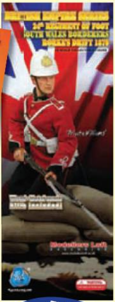
Modellers Loft

The Largest Collectable Toy Store in Europe!

MODELLERS LOFT OPEN THEIR *NEW* LARGER BOURNEMOUTH STORE IN BOSCOMBE

It's not often these days that a new Model store opens, but Modellers Loft have just re-opened their new larger store in Bournemouth, just 5 minutes from Pokesdown Station. They now have the space to display and stock a much larger selection of collectibles, from the highly collectable Action Man 40th Anniversary range to the more modern 1/6th action figures produced by DID, Hot Toys, Ignite and Dragon plus a large choice of spares for customising etc.



Roy Harvey the Manager is now able to display a much larger selection of the vintage and new 3" 3/4 inch Star Wars figures he has in stock, as well as other discontinued and hard to find 3" 3/4 to 12" action figures from The Matrix, Jurassic Park, The Hulk, and beyond.

The vintage die-cast stock includes many discontinued models by Corgi, Dinky, Matchbox, Vanguard and numerous other manufacturers, they also have a large selection of vintage and collectable HO/OO and N gauge railways for the discerning collector.

The Address for the new shop is:

Boscombe Models
886, Christchurch Road,
Boscombe,
Bournemouth, Dorset
BH7 6DJ

Telephone: **01202 417171**

Opening Hours:
Mon - Fri 10am - 5pm
(Closed Wednesday), Sat 10am-5pm

There is customer parking available at the rear of the shop.

Alternatively you could visit Modellers Loft the largest collectable toy store in Europe. There you will find vintage Action Man and the popular Action Man 40th Anniversary range. They also have their own range of figures produced by DID, the next two releases will be A French infantryman 1815 in their Napoleonic Series and a private for the 24th Foot Rorke's Drift 1879 the first release in their new British Empire Series, as well as WWII 1/6 action figures, vehicles and horses by DID, DID also produce a range of 1/6 Samurai Figures of which there are 4 released to date, each of these figures consist of up to 80 pieces of armour individually laced together.

Other 1/6 ranges stocked include Hot Toys, Ignite, BBi and Dragon. There you will find an even larger number of current, and hard to find figures as well as all manner of loose parts for detailing and customising your 1/6 figures.

They also have the largest selection of 3" 3/4 Star Wars Action figures in Europe well over 800 new and vintage individual figures and vehicles for you to select from.

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The die-cast collection includes many discontinued Corgi Original Omnibus models and over five hundred Vanguard model cars, not to mention other manufacturers including Ertl, Dinky, Matchbox, Corgi Die Cast Aircraft, to name but a few.

Toy soldier collectors will find a very large selection of Britain's and Timpo plastic figures including Cowboys and Indians, Knights, Arabs, Eskimos, W.W.II Germans, British and Americans, Buildings, Wagons. Castles, Forts, and Train Sets , 1/72 to 1/18 scale vehicles and aircraft by 21st Century and Forces of Valour, Britain's metal toy soldiers can be found there including some of the much sought after Zulu War Range.

You can also find a number of collectable items in store from: Tin Plate Robots, Planet of the Apes figures, Smurfs, Hornby, Bachmann, Wren, Hornby Dublo railways, Scalextric, Fly, Ninco, SCX slot cars, Gerry Andersons Thunderbirds, Dr Who and other TV & film related toys.

The Address for the Caterham Store is:

Modellers Loft
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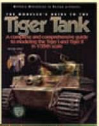

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- Military Modelling magazine's Magicalia Website went on line at the beginning of last year to give everyone easy access to extra features and facilities to the established monthly magazine on www.militarymodelling.com

- The site provides benefits for subscribers to Military Modelling magazine and also for those who intend to become subscribers. It's never been easier to subscribe to Military Modelling magazine and you can do it on line – a facility especially useful for readers outside of the United Kingdom.

- It's the ideal place on the Internet to display pictures of your models and somewhere you can discuss the hobby with others on the forum and have your say... You will find some pages selected from earlier *Military Modelling* magazines that you may have missed and some of the older articles will show how much the hobby has changed over the years.

- Additions are constantly being made to the new Website and we're grateful for your suggestions for improvements and additions that will help us give you what you'd like to see.

- The Web Editor is Vinnie Branigan, an active modeller as you can see from his work on the site. He also runs the lively forum and the announcements and reviews of new products – AFV and figure kits, books, materials and displays, plus the latest news items about events and shows that he and others have attended, and also what's happening in the rest of the military modelling world.

- You can sign onto *Military Modelling's* Website today – as we say it's only a click away... you simply fill in your name and details to register and then have a look around the site. Maybe you can let us know what you think on your first visit, and post some suggestions, which will be welcome because YOUR input is valuable to us. We anticipate you will have plenty to say and we welcome your views...

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- **Would secretaries of clubs and societies please allow a three-month lead time for time-sensitive notices. Please note: under no circumstances will copy be accepted by telephone. All notices must be in writing, by letter or e-mail.**

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- **Tel/Fax: 01525 370389**

The Editor's e-mail address:

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North London Venue Change

Due to building redevelopment the North London Military Modelling Society have unfortunately had to change the venue for their meetings. From Friday 6th July 2008 the Society will meet at The Air Training Corp Building, The John Warner School, Stanstead Road, Hoddesdon, Herts EN11 0QF. The meetings will continue to be on the 1st Friday of the month, between 19.30 and 20.00 hrs. The Society continues to enjoy a wide range interest in modelling, including ships, aircraft, figures including fantasy, and vehicles. They also hold modelling demonstrations and have speakers throughout the year, interspersed with 'modelling nights' at the meetings.

For further details please contact Mark Gilbert, Hon.Sec., NLMMS Tel: 01992 41078 or mgil071afv@hotmail.co.uk

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Would you like to attend the major battle re-enactment event – 'Wagram 1809 – 2009' within the ranks of the '*21eme de Ligne?*' We will take you there, kit you out and even bring you back! For more information get in touch with Chris Durkin, 7 Lowcroft Crescent, Chadderton, Oldham, Lancashire OL9 9UU. www.caporalfourrier.page.tl

MAFVA London Branch Annuals

The London Branch of the Miniature Armoured Fighting Vehicle Association will hold their Annual Open Competitions and Show on 11th October 2008 at St Mary's Church Hall, Edith Road, West Kensington. The doors will be open 10.30 until 17.00 hrs, where admission is £2 Adults and £1 for Children 5 - 16 years and OAPs. The Show features a model competition open to members and non-members, trade stands, club displays and refreshments. For further details please contact Peter Bailey at 8 Vicarage Drive, Northfleet, Kent DA11 9HA. Tel: 01474 536232.

Alberta AFV Modeller Show

The Alberta AFV Modeller Show will be held on Saturday, September 13th 2008, at The Military Museums in Calgary, Alberta, Canada. This year's theme is 'Combat Support and Logistics Vehicles'. The show/competition will open at 09.00 hours, with registration closing at 11.00 hours, and awards at 16.30 hours. Entrants pay $10 (with a maximum of five models entered), while admission for those viewing is in the form of a donation to the museum. All proceeds are donated to the Military Museums. For more information about the themes (including the new Vignette category), and presentations, please go to www.aafvms.ca
or contact us at info@aafvms.ca

The newly refurbished and expanded Military Museums are located at 4520 Crowchild Trail SW, Calgary, Alberta Canada T2T 5J4. Directions to the Museum can be found at www.themilitarymuseums.ca All levels of armour modellers are encouraged to bring their models to the show, and Stetson hats are optional!

Maryport Show

Maryport Miniature Armoured Fighting Vehicle Association, in conjunction with Maryport Model Club will hold their Annual Model Show on Sunday, 17th Aug 2008 at the Freemasons' Hall, High Street Maryport in Cumbria where all aspects of modelling will be catered for. The Show will be open 10.00 - 17.00 hrs and there will be trade stands attending including S.B. Models. Admission charges are, adults £2.50 and kids over six years old £1. The daytime contact number for Mr Trevor Austin is Tel: 01900 813661 (09.00-17.00 hrs). Evenings Mr Les Ward Tel: 07732 013136. (19.00-21.00 hrs)

Eastern Expo 2008

A large model show 'Eastern Expo 2008' will be held on Sunday, 10th August at 'Pulse 8', College of West Anglia, Tennyson Avenue, King's Lynn, Norfolk P30 2QW. 'Pulse 8' is behind the College of West Anglia in King's Lynn, and the doors will be open 10.00 - 16.00 hrs. Admission is £2 for adults and £1 for anyone under 16 years of age. The Show is for anyone interested in plastic model kits - model boats, radio control cars and boats, aircraft, AFVs, dioramas and miniature figures. The organizers, the West Norfolk Scale Model Club, will be using the show to raise money for the Alzheimer's Society. Further information from the Secretary of the West Norfolk Scale Model Club, Abigail Brewin, Tel: 01406 371632
abigail.brewin@northernfoods.com

Present Arms 2008

'MAFVA Essex' will host 'Present Arms 2008' at Marshall's Park School, Pettits Lane, Romford RM1 4EH on Saturday 16th August. There will be 20 plus traders and 20 plus groups exhibiting armour, ships, aircraft, wargames, figures and militaria. Car parking is free and there are refreshments on site, plus a raffle, demonstrations and classic military vehicles. Admission is £2.50 for adults, £1.50 for concessions or you can get a family (2 + 2) in for £7. The Show will be open to the public from 10.00 to 16.00 hrs. For further information please contact Graham Cotter at g.cotter@btopenworld.com

London - Canada Show 2008

IPMS London in Canada will host the London Scale Model Show 2008 on Saturday, 4th October 2008 at the Carling Heights Optimist Community Centre, 650 Elizabeth Street, London, Ontario, Canada. The theme this year is 'Lions and Tigers and Bears'. 'Oh My!' - modelling subjects named after animals! Over 60 categories will feature, plus unique 'Best of' awards and special animal name theme awards. Model entry is $2 per model for up to five models, but the 6th model and after is free. Only display Models are free.

General viewing and vendor sales are 10.00 - 16.00 hrs. Admission on the day is $5, whereas anyone 16 years old and under will be admitted free, and anyone who is 65 years and older will also be admitted free! Please visit http://londonscalemodelshow.ca for complete information or contact Paul Bird Tel: (519) 485-0279 paulbird7@sympatico.ca or Scott Taylor Tel: (519) 680-7611 scot4944@rogers.com for details.

Boscombe Collectable
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TOP LEFT: The new store - Boscombe Models at 886 Christchurch Road. Customer parking is available at the rear of the shop. TOP RIGHT: Packed shelves and display cases await the visitor inside Boscombe Models!

Modellers Loft Expand...

When all around are closing Modellers Loft have opened 'Boscombe Models' their new collectables store in Bournemouth

JAPAN SAMURAI
武田信玄

Takedo Shingen from DID's 1:6 scale Samurai figures' range. Four have been released to date and each consists of up to 80 pieces of armour individually laced together.

It's not often these days that a new model store opens, but Modellers Loft had just opened a new store in Bournemouth, just five minutes from Pokesdown Station. Roy Harvey is the Manager of the new shop 'Boscombe Models', which has the space to display and stock a much larger selection of collectables, from the Action Man 40th Anniversary range to the more modern 1:6 scale new action figures produced by DID, Hot Toys, Ignite and of course Dragon, plus a large choice of spares for customising. Roy has vintage and new 3¾" Star Wars figures in stock, as well as other discontinued and hard to find 3¾" to 12" action figures from The Matrix, *Jurassic Park*, *The Hulk*, and beyond.

The vintage die-cast stock includes many discontinued models by Corgi, Dinky, Matchbox, Vanguard and numerous other manufacturers; there's also a large selection of vintage and collectable 'HO/OO' and 'N' gauge railways and plastic construction kits. A warm welcome is assured at the new shop at 886 Christchurch Road, Boscombe, Bournemouth, Dorset, BH7 6DJ. (Tel: 01202 417171). There's customer parking available at the rear of the shop where the opening hours, Monday – Saturday (closed all day Wednesday) are 10.00 - 17.00.

Alternatively you could visit Modellers Loft the largest collectables toy store in Europe, where you will find vintage Action Man and the popular Action Man 40th Anniversary range. They also have their own range of 1:6 scale figures produced by DID, and the next two releases will be a French Infantryman 1815 in the Napoleonic Series and 'Private Williams' of the 24th Foot at Rorke's Drift 1879, the first release in their new British Empire Series, as well as Second World War action figures, vehicles and horses. DID also produce a range of 1:6 scale Samurai figures, four having been released to date, each consisting of up to 80 pieces of armour individually laced together. Other 1:6 scale 'new action' ranges stocked include Hot Toys, Ignite, BBi and Dragon. Modellers' Loft stock an even larger number of current, and hard-to-find figures as well as all kinds of spare parts for detailing and customising your 1:6 scale figures. They also have the largest selection of 3¾" Star Wars Action figures in Europe with well over 800 new and vintage individual figures and vehicles in stock.

The die-cast collection includes many discontinued Corgi Original Omnibus models and over 500 Vanguard model cars, plus lots of Ertl, Dinky, Matchbox and Corgi die cast aircraft. Toy soldier collectors will discover a very large selection of Britain's and Timpo plastic figures including 'Cowboys and Indians', Knights, Arabs, Eskimos, WW2 Germans, British and Americans, buildings, wagons, castles, forts, and train sets. There are 1:72 - 1:18 scale vehicles and aircraft by 21st Century and Forces of Valor and the stocks of William Britain's metal toy soldiers at Modellers' Loft include some of the much sought after Zulu War Range. Collectable items in store are Tin Plate Robots, *Planet of the Apes* figures, Smurfs, Hornby, Bachmann, Wren, Hornby Dublo railways, Scalextric, Fly, Ninco, SCX slot cars, Gerry Anderson's *Thunderbirds*, BBC's *Dr Who* and other TV and film-related toys.

'Private Williams' of the 24th Foot at Rorke's Drift 1879 is the first release in Modellers Loft's new 1:6 scale 'British Empire Series'. Sandbags and a Zulu shield come as extras!

Modellers Loft is at 60 Croydon Road, Caterham, Surrey CR3 6QB. The store is open Monday – Friday, 10.00 – 17.00 and 09.00 – 17.00 on Saturdays. This store is just five minutes from Junction 6 on the M25 London Orbital and there are 40 parking places on the rooftop car park. Caterham is only 40 minutes by train from London Bridge railway station. United Kingdom orders Telephone 08444 775177. International orders Telephone + 44 1883 341818.

Modellers Loft are on line and you will find a lot more information about them and what's available in their stores on http://www.modellersloft.co.uk/ ■

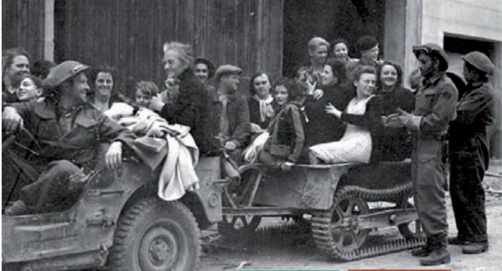
Big vehicles to go with big figures! A 1:6 scale Kettenkrad.

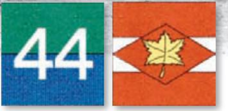
Despatch

Readers' Letters and E-mails

Canadians on Juno

Dear Sir,
While I found Robin Buckland's article in Vol. 38 No.2 Feb 2008 on building the Milicast LCI(L) informative, I must nitpick one item - the Canadian regiment delivered to *Juno* Beach by LCI(L)299 is correctly titled the Stormont, Dundas and Glengarry Highlanders, named after the three Ontario counties where this Militia regiment was raised. The regimental Website is at http://www.army.dnd.ca/STORMONT_DUNDAS_GLENGARRY_HIGHLANDERS/
I must express my appreciation of your magazine. I picked up Issue 3 in my local hobby shop in 1971 and have been buying it regularly ever since.
Jim Coles
Ottawa, Ontario, Canada





Canadian Staghound Markings

Dear Ken,
With reference to reader Harry Koostra's letter for information on appropriate markings for Canadian Staghound armoured cars in The Netherlands 'Despatch' March issue (Vol.38 No.4).

The Royal Canadian Dragoons tactical markings are from research provided by Barry Beldam and are applicable for the 1st Canadian Corps Reconnaissance Regiment from Italy in 1944 until Northwest Europe in May 1945.

I thought the enclosed wartime photo from Canadian archives may be of interest to ***Mil Mod*** readers that shows a Canadian jeep towing a French UE Trailer … The caption reads - carrying French civilians who are being evacuated by infantrymen of Les Fusiliers Mont-Royal in Falaise, France on 17th August 1944. (Grant, Donald I., Photographer. 3206582 Canadian Library and Archives Images)
Ed Storey
Canada
Thanks for the info and pictures Ed - the jeep and UE trailer combination is unusual to say the least and could be the bones of an interesting diorama. Ed.

I'm confused

Dear Editor,
Could someone please tell me about scales. I am a newcomer to military modelling and began to get ***Military Modelling*** magazine every month after Euro Militaire last year.

I like making vehicles and figures in 1:35 scale, but I also see there are figures in 1:32 scale, and what does 54mm mean used in conjunction with this? I also see white metal figure kits described as 75mm or 90mm and some even more, which I assume, correctly I hope, is the height of the model? I'm confused. Could you please give me a simple explanation about all of this? I didn't know whom to ask.

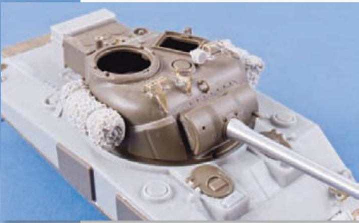
I haven't tried making white metal figures yet, but I did buy one at Euro Militaire in September last year, which I visited for the first time. Now I see the last issue of ***Military Modelling*** for 2007 had white metal model on the cover and an article about it inside. I feel inspired to have a go at a figure I bought at the Show and will have a go at putting it together … in between making military vehicles, which I really like. One day I would really like to be able to build some dioramas like those on display at Euro Militaire
Tom Healy
Scales are expressed as ratios - 1:35 scale simply means the model is 1/35th the size of the real thing, and it's also expressed as 1/35th scale. When you see 75mm or 90mm on packaging for model figures especially, that is the nominal height of the figure in millimetres - it isn't a scale and taking into account human anatomy and dimensions, only an approximation of 'scale' height. Questions about scales and figure sizes are perhaps, the most common questions I receive. That's if you don't count the questions and enquiries about 'colours' - The No.1 favourite debate for modellers of all persuasions. You are not alone Tom! Following is a little table I made up years ago as a kind of aide-memoire that I've found useful when referring to popular scales and figure heights. It also mixes metric and imperial measures to suit all age groups! Ed.

Scale/ratio	1 foot in mm	Nominal Figure heights
1:76	4mm	
1:72	4.2mm	
1:48	6.3mm	
1:40	7.6mm	
1:38	8mm	
1:35	8.7mm	
1:32	9.5mm	54mm
1:30	10mm	60mm Historex
1:25	12mm	
1:24	12.7mm	75mm
1:21	14.5mm	80mm
1:20	15.2mm	90mm
1:17	17.9mm	100mm
1:16	19mm	120mm
1:15	20.3mm	Verlinden's 120mm
1:10	30mm	
1:9	34mm	200mm
1:8	38mm	

Extended Features

Dear Ken,
I would like to write and say that I have enjoyed the two-part article on the US M5A1 Light Tank by Steve Zaloga that ended in the last issue. I hope you have some more of this kind of article which is far better than those articles that simply repeat photos of a finished model and offer little all else. The history and photos of the actual subject in wartime photos are what every modeller wants - well at least I do!

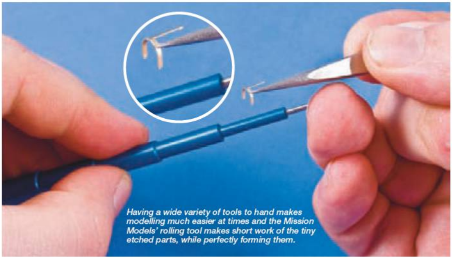
It was a surprise to see the T-90 by Cookie Sewell in the last issue. He made a good job of his model and I was also surprised to see that the 're-borne' May Day type Red Square parade in Moscow on our TV newsreels featured the *Vladimir* as Cookie referred to it. There were lots of them in the parade amongst the other aging Russian hardware inherited from Soviet days. A good tie in with Cookie's article I felt and, needless to say, I recorded the TV footage as reference material.
Martin Crawthorne



The turret was vastly improved using the parts from the Fighting 48th set, along with a couple of mesh rolls from the spares box.

Stretching Things a Bit

Jay Laverty uses Fighting 48th's conversion set with Tamiya's 1:48 scale Mark Ic Firefly kit to produce the longer Mark Vc



Having a wide variety of tools to hand makes modelling much easier at times and the Mission Models' rolling tool makes short work of the tiny etched parts, while perfectly forming them.

One forty-eighth scale may be having a tough time catching on and achieving respectability as a scale for serious modelling, but that will not stop me. Unfortunately I can't offer a reason for why the scale has captured an increasing amount of my modelling attention, however, I am seriously enjoying making kits in 1:48.

This project has been hanging around the 'in progress' pile for a long time, patiently awaiting completion while other projects seemed to come and go. There really is no explanation for it, aside from the fickle attentions of a wandering eye. With resin trimmed and ready to assemble, plastic cut and awaiting cement, there was no reason not to make it, so here we go...

Fighting 48th Vc Firefly

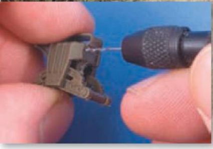
Tim Perry has created a superb conversion for Tamiya's 1:48 scale Sherman Mark Ic Firefly kit, a conversion that encompasses both photo-etched brass and resin parts - all cast to perfection. The upper and lower hull parts are the highlight of the conversion kit, and I was pleased to see that the lower hull has the sponson bottoms included, thus eliminating the gaping holes that have been inexplicably carried over from Tamiya's 1:35 scale Sherman series of kits. Sporting a high level of detail throughout the resin and etched parts, the conversion carries just about every detail that would be expected from one of the newer generation of Dragon Sherman kits, and goes well beyond any of the aforementioned Tamiya offerings.

There are some unfortunate omissions when it comes to the pioneer tools, however, which are moulded onto the Tamiya hull and these will need to be sourced elsewhere or fabricated if the model is to include them. Fortunately with a Tamiya 1:48 scale M4A1 in the stash, which luckily has the tools moulded separately, these were easily pilfered from there.

Reworking the Suspension

When I build a Sherman kit I always begin construction with the wheels and bogey units, and there were several modifications carried out here. First, the vertical volute spring bogey units had the universal mounting holes for the trailing return roller brackets drilled into their fronts using a .3mm drill bit, which will probably prove to be a fruitless exercise considering the fact that they will be very unlikely to be visible on the completed model! Taking the cowards' way out, I decided to sand the track return skids on top of the suspension units back to what is hopefully a convincing scale thickness, rather than use the ingenious etched parts provided in the Fighting 48th conversion. A cop out to be sure, but what can I say?

Using a scalpel (carefully) the 'rubber' portions of the wheels were scraped to re-create some wear and tear, and produce some gouges taken out by the passing of rocks and detritus between the wheels and tracks. Later on in the build the cleats on the tracks would receive the same treatment. Attention needs to be taken with this, as a sense of scale needs to be maintained as any large chunks missing would not look 'to scale', therefore, the rule here is the smaller the better.

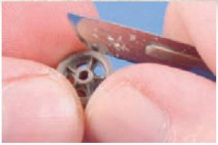


When it came to the bogies, there was tremendous potential for improvement on the Tamiya kit parts. First task is to add the unused mounting holes for the universally mounted return roller arms.

Although it may seem a wasted effort in this diminutive scale, the additional detail is nonetheless rewarding.

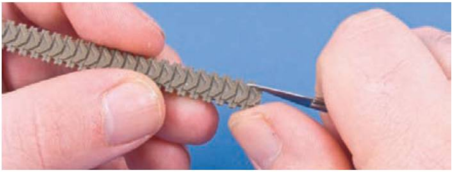
Rather than add Fighting 48th's etched return skids, I chose to sand the kit parts to a more convincing scale thickness using MasterCasters sanding sticks.

Given the fact that the surface of the skids was left very rough from the hard sanders, a few strokes with MasterCasters' sponge sanders smoothed out the surface perfectly.

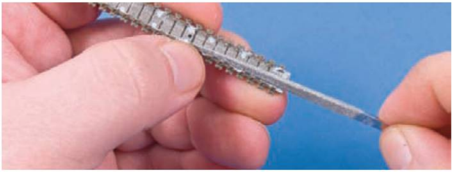


The rubber sections of the wheels benefit immensely from some hacking about with a scalpel in order to represent the wear from detritus caught up between the wheels and the tracks.

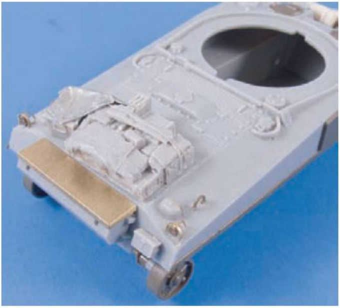
The rough edges of the hacked portions of the rubber tyres were smoothed using the MasterCasters sponge sander.

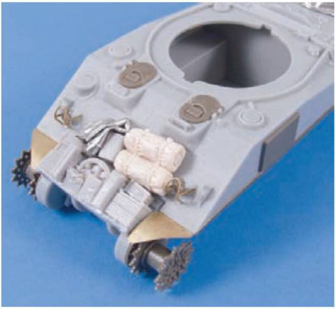


The rubber chevrons on the tracks received the same treatment as the wheels, and were also smoothed with a sponge sander.

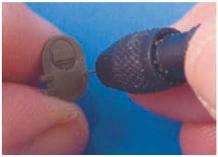


The interior of the tracks are covered in mould ejector pin marks that are best removed, so after filling the spots with diluted putty from Gunze, they were sanded smooth using a file that fit perfectly.

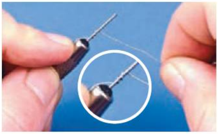




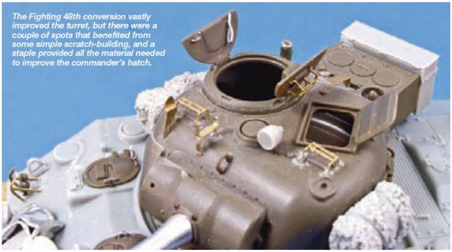
ABOVE LEFT: *A combination of parts from the Fighting 48th set along with elements from MR Modellbau's Firefly detail set enhances the engine deck immensely.*
ABOVE RIGHT: *The MR Modellbau detail set includes some stowage for the front and rear, both very nicely done, seen here with the addition of a couple of rolls from a CMK set.*



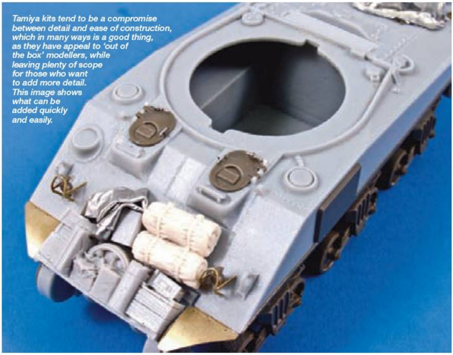
Possessing very limited detail, the crew hatches benefited greatly from the addition of several small details, starting with some handles made from fuse wire. Using a pin vice and a .4mm drill bit, the locating holes were carefully drilled out.



I have used a large drill bit, along with heavier gauge fuse wire than I actually used, hoping this image will clearly display how easily the springs for the access hatches were made.



The Fighting 48th conversion vastly improved the turret, but there were a couple of spots that benefited from some simple scratch-building, and a staple provided all the material needed to improve the commander's hatch.



Tamiya kits tend to be a compromise between detail and ease of construction, which in many ways is a good thing, as they have appeal to 'out of the box' modellers, while leaving plenty of scope for those who want to add more detail. This image shows what can be added quickly and easily.

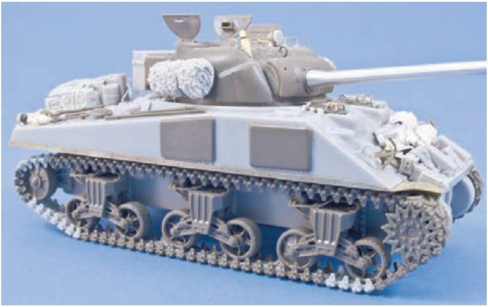
Helping the Hull Along

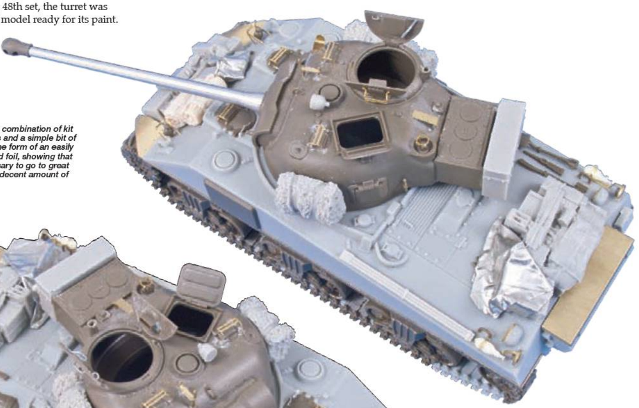
A fair amount of detail was added to the exterior of the kit, comprising both elements of the Fighting 48th conversion set, along with some scratch building. The majority of the latter centred on the driver's co-driver's hatches, with the addition of handles, and springs. (The co-driver/hull machine gunner's hatch on a Firefly is, of course, redundant). Both turned out to be very worthwhile additions as in combination with the etched periscope guards, this area was vastly improved.

Speaking of etchings, the conversion also provides the skirt mounting brackets along the side of the hull, greatly adding to the model's accuracy and appearance, although I feel that I still have yet to apply them in the correct configuration to any Sherman kit that I've made…

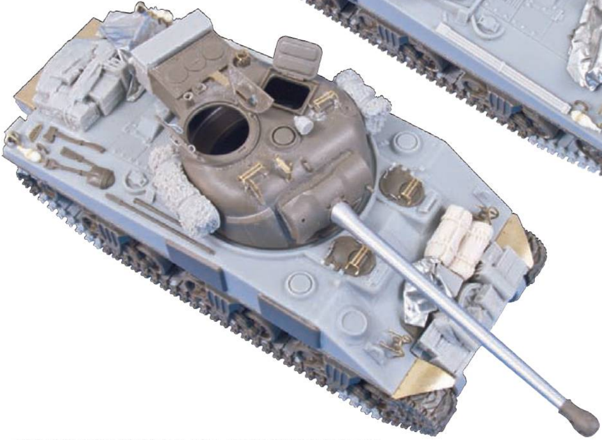
The final additions to the hull are elements from the MR Modellbau Firefly update set in the form of the stowage. This was further enhanced by the addition of some roll-ups and lead foil 'tarps' from the spares box bent into shape around the existing stowage. A further trip was made to my trusty spares box to add some camouflage netting to the sides of the turret, thus saving another labour intensive job in adding the tie downs to the turret.

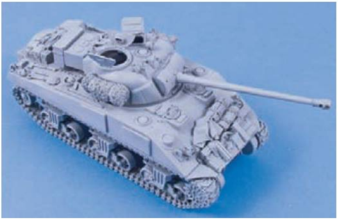
A fine, turned aluminium barrel and a cast resin muzzle brake were also included with the update set to replace the kit parts. I wasn't entirely convinced by the shape and size of the resin muzzle brake provided, so I cut Tamiya's kit barrel apart and added the plastic muzzle brake to the aluminium barrel. With the addition of the photo-etched parts from the Fighting 48th set, the turret was complete and the model ready for its paint.



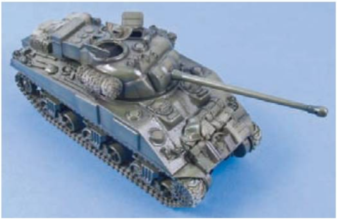


A good example of a combination of kit parts, resin additions and a simple bit of scratch-building in the form of an easily folded section of lead foil, showing that it isn't always necessary to go to great lengths to achieve a decent amount of additional detail.

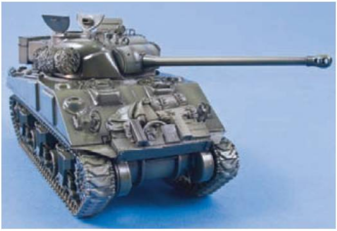




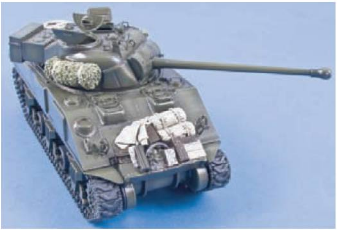
When Alclad's Grey Micro-primer was applied I felt that the model was starting to take shape and once they are unified under one colour all of the separate aftermarket elements create a very convincing overall appearance.



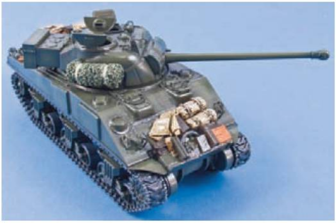
Weathering begins with the painting, and here the shading is quite apparent, creating a sense of scale through the use of shadow and light.



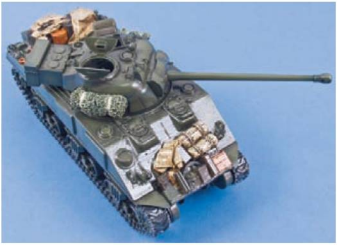
With the entire model covered in gloss, the paint job was protected from the rest of the painting and weathering process. Painting the stowage was next.



Colouring the stowage took place in stages beginning with a base colour of each element that was extensively manipulated through the subsequent washes and filters to create distinct differences in tone.



Using several techniques and utilizing the opacity of oil paints, each item of stowage was given a distinctly different tone of colour, regardless that much of it started with a base colour of light oak!



Each item had a separate filter and or wash that would compliment the base colour. A bright green was used for the camouflage netting, and this was toned down using a wash of a dark green followed with a brown filter.

A Departure of Sorts...

It seems like every model I make is a departure from the last in some way or another, and this project was no exception. Perhaps it is the desire to keep on modelling to prevent me from becoming stale, or perhaps it is a subliminal dissatisfaction with the last project and a desire to improve on it, who knows? The fact is that it does keep the interest levels up and for that reason alone it is worth it.

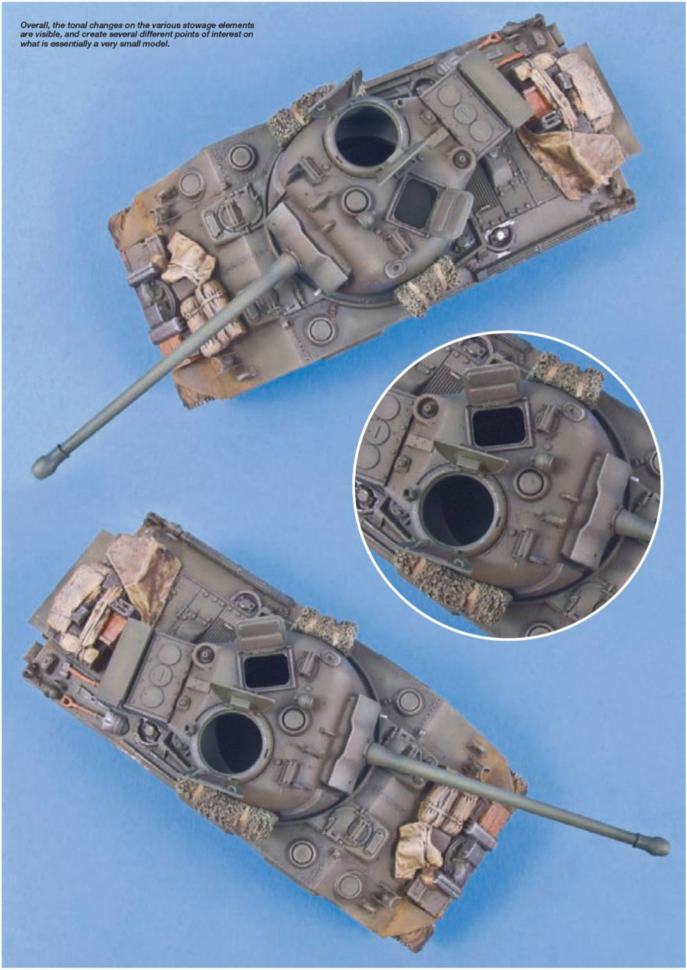
Normally I would leave all of the stowage and tools off the model until after the camouflage had been applied, but for this project everything was added, including the wheels and tracks, a step that would require some steady handling of the airbrush, but nothing impossible to handle.

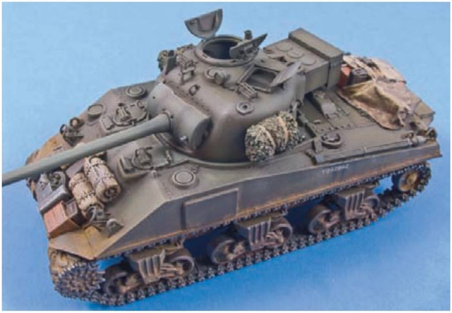
After priming with Alclad Grey Micro primer, White Ensign Models' Dark Olive Green (ARB14) was added using my usual progressive shading technique. After applying a base coat, some black was added to the mixture and the edges and recesses then subsequently shaded. This was followed with a mixture of the base colour and white, sprayed in areas where a bleaching effect would occur.

In the first departure from the norm with this kit, I decided to experiment with a mixture of the base colour and some dark brown being sprayed like a wash over places I would normally apply an oil wash with a brush. With a fair amount of time spent carefully applying it, the results were more than satisfactory.

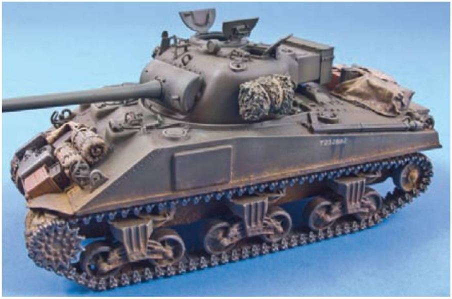
Before moving onto painting the stowage I decided to apply a coat of gloss varnish overall to protect the paint job from any

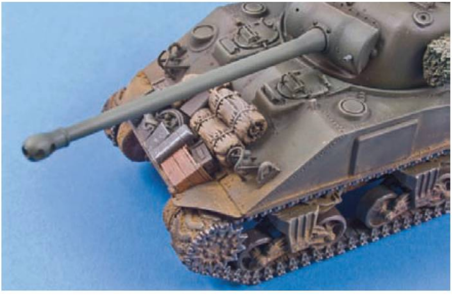
Overall, the tonal changes on the various stowage elements are visible, and create several different points of interest on what is essentially a very small model.





The dirt and dust build up is much heavier on the lower portions of the tank, gradually fading out as it works its way upward.





Using a mixture of dirt from my garden, PVA glue for adhesion, and various shades of pigments for colour, dried mud was applied in areas that it would be likely to build up. I used contemporary photographs for reference.

errant brush strokes. With the acrylic gloss varnish acting as a barrier, any enamel paint can easily be removed using a small amount of thinner. I strongly recommend leaving the acrylic gloss varnish to dry overnight.

After painting all the stowage, another coat of gloss varnish was applied to it, and oil paints were used to create wood effects where appropriate, and washes can alter the overall appearance of items like the tarpaulins and roll ups to break up the monotony of the light sand colour used to form a base for the washes.

The tracks were painted with Anthracite Grey, which I felt would be more effective in representing a rubber colour, and the metal parts dry-brushed with gunmetal.

The Best Part

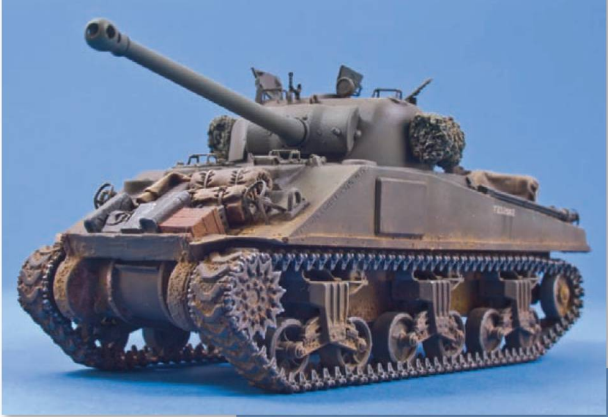
Easily the most rewarding and entertaining aspect of building a model, the weathering is a process that can take a couple of days for me, but ends up transforming a plastic model kit into convincing replica. First up is the dirt and mud, consisting of a concoction of dirt from the garden, watered-down PVA glue for adhesion, and some earthy tones for colour. Using a small flat brush, care has to be taken to make the mud and dirt look convincing, but keeping it away from areas that it wouldn't normally accumulate, particularly on the portions of the tracks that would come into constant contact with the ground, namely the rubber chevrons.

It is important to build up the accumulation of dirt at the base of the tank and gradually lighten its consistency as the weathering moves up the hull. This is easily achieved by using a filter from Mig Productions (brown for *dunkelgelb* to be precise) mixed with some Humbrol 170 Brown Bess to increase its opacity. *[Brown Bess 170 is no longer listed on Humbrol's current colour chart. Ed.]* Once this has dried a coat of matt varnish is applied just prior to moving into the final stages of the weathering process, which encompasses weathering pigments and dry-brushing the metallic surfaces. Again, using a flat brush, earthy tones of CMK's Stardust were applied to the muddied areas, in order to break up the monotone appearance of the dirt, with some light dust-coloured pigment being used to highlight areas of the tank in a manner that is much more subtle than dry-brushing buff onto the edges as was the norm in years gone by.

Once the varnish is good and dry it's hard enough for a pencil to be used to apply some paint chips, although in retrospect I may look at alternative ways of adding chips, as they tend to be a bit bright when applied in this manner. The pencil is perfect, however, when it comes to items like the jerrycans and POW cans as these come up very nicely under the pencil's attentions. Finally, some fuel stains were applied around the filler caps and on the engine deck in a few appropriate places, with the streaks working their way down to the vertical sides of the hull.

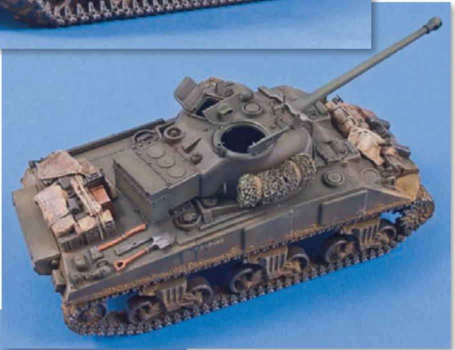
An Extensive and Rewarding Build

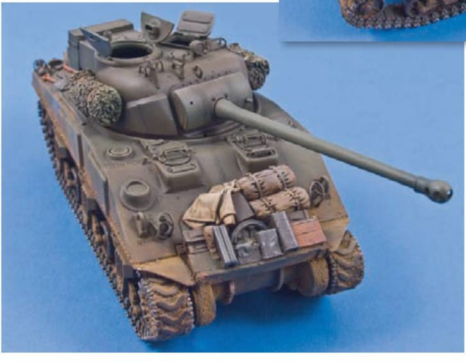
Looking at the completed model and contemplating the overall project, I have to say that I am very pleased with every aspect



of it. The conversion set was extensive, and allowed me to build a very realistic model of a Sherman Mark Vc Firefly, without being overly complex and not involving any serious surgery to the donor kit. Also, having experimented with some new techniques (namely applying a filter) I learned a few new tricks to add to the weathering arsenal, although after having applied the wash I realised that it was a step that I had already been using for years, only in a far different, and much more time-consuming way.

I could build Sherman after Sherman, in any and all scales, as it's a vehicle that ranks up there with the Panther and T-34, with a myriad of variants that could keep a modeller building for years without change. ■



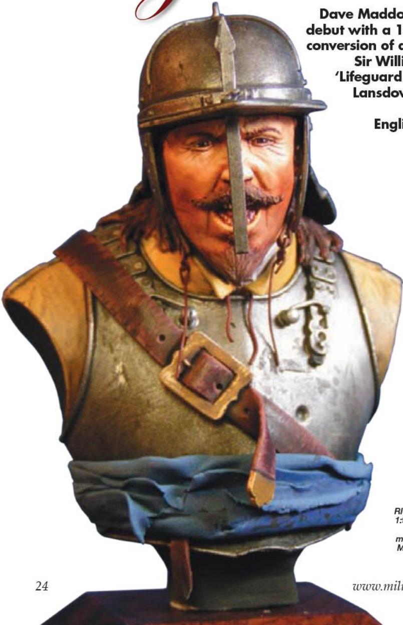


Parts and Availability

Tamiya Sherman Firefly Mark Ic (kit 32532).
Mine came from, Models For Sale Ltd.,
Unit 3 Dean Close. Raunds, Northants NN9 6BD.
Tel: 01933 622654 www.modelsforsale.com
Fighting 48th Sherman M4A4 Conversion from
Fighting 48th! Tim Perry, 9 Gadshill Drive,
Stoke Gifford, Bristol BS34 8UU.
Tel: 0117 9496248 www.fighting48th.com
MR Modellbau Sherman Firefly Update set
from Parabellum, 54 Vyse Street, Hockley,
Birmingham B18 6HR. Tel: 0121 551 8878.
Fax: 0121 707 1471 www.parabellum.co.uk
ColourCoats enamels - White Ensign Models,
South Farm, Snitton, Ludlow SY8 3EZ.
www.whiteensignmodels.com
CMK, Mig Productions and all finishing
products: Cammett Ltd., Adlen House,
Eardisland, Leominster, Herefordshire HR6 9BD.
Tel: 01544 388514 www.cammett.co.uk

By The Sword

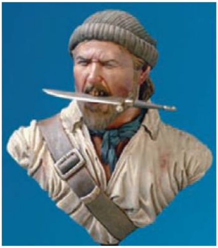
Dave Maddox makes his debut with a 1:9 scale bust conversion of a member of Sir William Waller's 'Lifeguard of Horse' at Lansdown Hill 1643 during the English Civil War



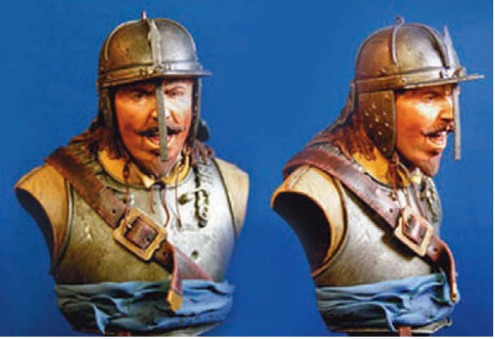
I have been modelling since I could hold a tube of glue (damn that's a long time) dabbling in all aspects of the hobby, from small-scale AFVs to large-scale radio controlled aircraft, and just trying everything out before I settled on an area with the most challenges. I gave up modelling in my mid-20s and got into building cars, classic and vintage, and the management of a music weekend twice a year.

Then, one fateful day in 1999, I was lured into a model shop from where I didn't come out with any models, just a copy of *Military Modelling*. It was the one with the report from Euro Militaire and I was totally hooked from that moment, all the figures, busts, dioramas and AFVs, wow! It woke me up to the modelling world again.

I have not looked back since, and after trying my first couple of figures I joined Welling Model Club, where I have met some of the most genuine modellers in the hobby



RIGHT: The Buccaneer 1:9 scale bust used for the conversion was made by Pagan Arts & Miniatures in Sweden.



Divided

and I have improved in my chosen area of figures over the last couple of years with help from members of the club. After receiving my very first award at Euro Militaire, a Highly Commended in 2005, I have, I am glad to say, progressed and have enjoyed this hobby to the hilt. I adore painting figures and have gained some great friends within the hobby.

History

I read a little story in a book by Tristram Hunt, called *The English Civil War, at First Hand* that described how 'this bloody war with no enemy' had destroyed families, friendships and what little stability the British Isles had at the time. The story began in the 1620s, during the 30 years war. Sir William Waller and Sir Ralph Hopton had struck up a great friendship while both fighting against the Catholic forces on Continental Europe and after nearly 20 years they now found themselves on opposing sides. Sir William Waller with his puritan beliefs supporting Parliament and Sir Ralph Hopton showing his loyalty to the Monarch, King Charles I.

In a very English understated way they were determined that this little matter of war was not going to interfere with their friendship in any way. They corresponded with each other during this early period of the War, which was not uncommon between friends, family members, and so the saying goes, we were only parted by the sword – 'By the Sword Divided.'

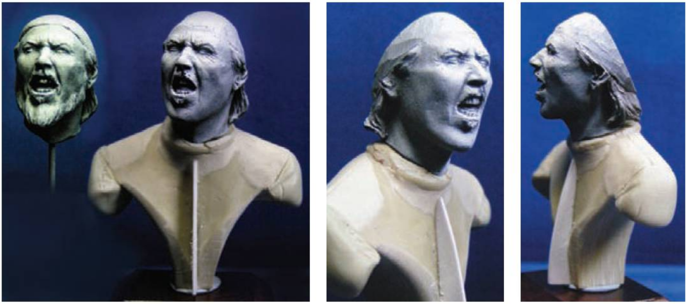
The friends did hold back a little from the main involvement, but eventually they had to meet on the battlefield. Waller's cannon and pikemen were on the top of Lansdown Hill, with Hopton's 'cavaliers' below them. Hopton's troops had been holding off the advances of Waller's 'roundheads' for a while, when Hopton regrouped his 'cavaliers' and made a charge up the hill and took the 'roundhead' army by surprise by taking possession of Waller's cannon, while delivering a large blow to the 'roundhead' army in the process.

Unfortunately for the 'cavaliers' this was very short-lived and the 'roundheads' came back at them with a vengeance, pushing them back down the hill where they dispersed. They both met again at Roundway Down on 13th July 1643 - where Hopton defeated Waller and the title of my model became, 'By the Sword Divided' Sir William Waller's Lifeguard of Horse, Lansdown Hill 1643.

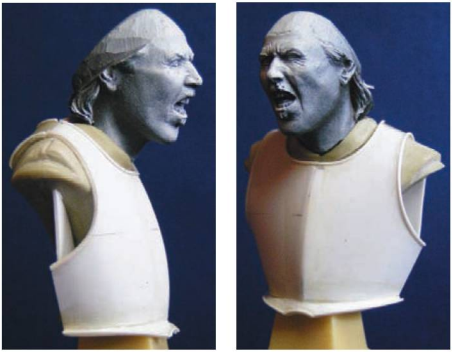
Converting The Head

All of the sculpting associated with this bust was created with Magic Sculpt and plastic card, and before proceeding I must make a quick 'thank you' to Roy Hunt for the tools, tips and all the help. After spending six months sifting through my research material, I decided it was time to look for a suitable donor head, as at the moment I am not capable of sculpting my own, and an absolutely beautifully sculpted 1:9 scale Buccaneer bust designed by **Joachim Lindman** for Pagan Arts Miniatures in Sweden and cast in white metal became the donor bust for the project.

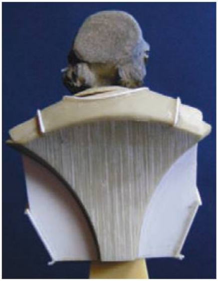
I started the task of building this bust by making a few adjustments to the head, as he comes with a full beard and a dagger in his mouth, the blade gripped between his teeth. The dagger is separate, but there is a small hole in the mouth to take a locating pin on



The Pagan Arts & Miniatures' head attached to the torso. A piece of contoured plastic card has been glued into position as a former to which the pieces forming the breastplate of the cuirass will be attached.



The cuirass, made up from two pieces of shaped plastic card, was heat formed with hot water and joined down the centre over the contoured strip of plastic card on the torso. The edges were detailed with strips of plastic card and plastic rod.



it. The top of the head was completely the wrong shape for what I intended, so a flat spot was cut into the metal on top of it so that the helmet would sit at the correct angle.

Next I had to take the facial detail back to what appeared as 'bare skin' to enable me to build upon it for the right shape. The goatee and moustache were formed with Magic Sculpt straight after mixing, as it is very soft then and can be manipulated very easily with the tools that I use. These are a couple of pieces of welding rod, thinned to fine round and flat points, cocktail sticks, No.2 and No.1 paint brushes, and distilled water to smooth the surface of the epoxy putty.

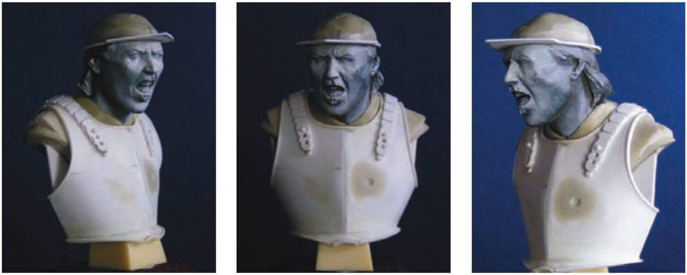
Once the sculpting was finished and I was happy with the shape of the goatee and moustache, the head was placed under a halogen light bulb for about 30 minutes to harden off the putty. The next stage was to clean up the teeth and the inner mouth area and create a new tongue to cover the locating hole for the dagger that was no longer required.

Upper Torso

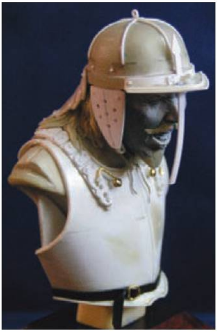
The main section of the upper torso, the shoulders and chest, was created by using the original bust body wrapped tightly in cling film before a large lump of Magic Sculpt was mixed and then pressed into the reverse of the original bust, which gave me a blank of the correct size and basic shape to work with. A short spell in the shed and a belt sander gave me the curved V shape I was looking for. Using the plug of Magic Sculpt I placed the head temporarily on the torso to test fit it in the position I wanted, enabling me to decide where to start the centre rib that would be the support for the cuirass. The centre rib was made from a piece of plastic card shaped to the correct curvature and then super-glued in place. After this, the real work began.

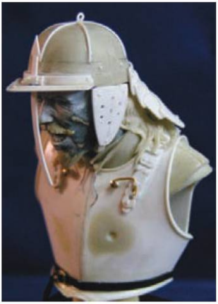
Cuirass

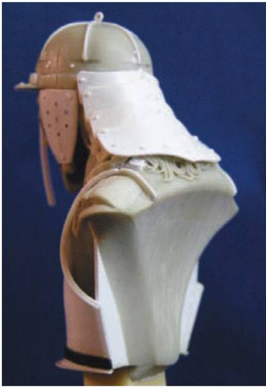
The next step was making the cuirass or breastplate and was probably the hardest part of all the construction work on the bust. The main part of the cuirass was constructed from two pieces of 0.5mm thick plastic card. A very lucky find on the Internet gave me



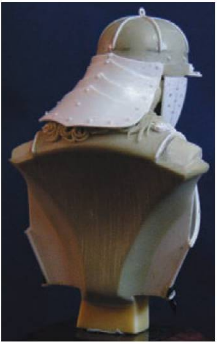
The helmet peak has been attached to the top of the head and a rough lump of putty formed on top ready to shape the crown and the shoulder straps that secure the cuirass have been added from plastic card. Note the 'proofing' mark indented on the breastplate, which on the original was made by discharging a pistol ball into it at close range, in what amounted to a rough and ready 17th century method of assuring any purchaser that the plate would resist any pistol ball fired at it.







The final stages of construction before painting. Different colours identify the media used – white plastic card, yellow-green Magic Sculpt epoxy putty, brass wire and the waist belt that straps the breast and back plates of the cuirass together from black insulating tape with a square buckle formed from copper wire. The waist sash, however, covered the latter.



the basic shape of the flat plate that would be used and it gave me a very good start as I would not be able to construct it in the same way as an original piece of armour. I chose to glue two pieces of plastic card together to give the cuirass its creased curved front after I'd cut the two mating edges in a slight curve so that when glued together they curved down to the front. The two shaped parts would then be formed into the complex shape required.

After leaving both parts in hot water for about 10 minutes, I manipulated them with my fingers, slowly taking the plastic card further than was needed to compensate for its ability to go back to its original flattened state. The pieces were then glued separately to the bust, starting at the rib in the middle, then the shoulders, leaving the outer sides to be attached with two side ribs. The section that goes over the shoulders and behind the neck was a very difficult shape to obtain with plastic card and this was constructed with Magic Sculpt.

From this point the lower outer flange was added again with plastic card and then the ribbing around all the edges was added with 0.5mm plastic rod.

The securing straps over the shoulders were the next item on the list. These were made from 0.4mm plastic card and I worked out their shapes by drawing the leather and steel parts at 400% on my computer, before reducing them to 25% and printing them out. These were then glued with a spray adhesive to the surface of the plastic card and trimmed to the correct size and shape, following the lines of the cuirass.

I also added the belt that straps the breast and back plates of the cuirass together with some black insulating tape and a piece of copper wire bent into the shape of a square buckle.

Helmet

This helmet also began as a piece of flat plastic card, cut to shape basically following the method used for the straps on the cuirass. From the shape a basic plug was made on top of the head, again from Magic Sculpt, this was to become the location for the helmet when finished. The rest of the helmet was again built up with Magic Sculpt to its final shape, but without any beading or attachments. A slot was cut through the peak of the helmet for the nose protection bar that slides through it.

All of the added-on parts for the helmet were made from plastic card and rod, except for one - the bolt that holds the nose protection bar in place on the helmet, and this was carved from a thin sliver of Magic Sculpt.

The nose protection bar and the ear protection plates were again created in the same way as the cuirass straps. The lobster tail sections were placed in very warm water to soften the plastic before manipulating then by hand into the complex dual curved shapes that I needed. Once I had them basically to the right curvature, all four parts were glued together and onto the back of the helmet, while it was on the head and manipulated to allow a little room under them for the hair that would show issuing from under it.

Finally, all the small parts were added - the strap locks, and the dents and scratches to helmet and cuirass. A cross belt or baldric was made from Magic Sculpt with plastic card for the buckle and ferrule. This had to be made first before adding the sash.

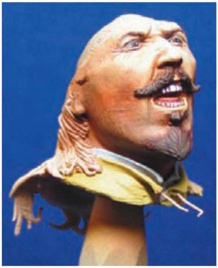
I decided to depict the sash as if a slight sword cut had been made through the material and formed it from Magic Sculpt, by rolling the putty out very thin with a round pen casing dusted with talcum powder to stop it from sticking. This was then loosely folded and rolled around the body of the bust, to give the illusion of a tied piece of cloth. After giving the bust a couple of days to dry and harden, it was ready for painting.

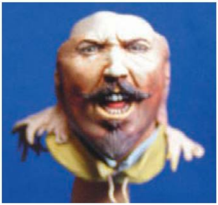
Paints and Mediums

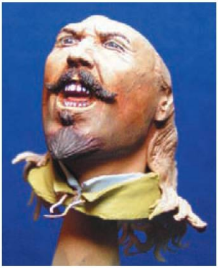
I work with all sorts of mediums. the major ones being Vallejo and Andrea acrylic paints, along with artists' oils, Humbrol enamels, Alclad 2 metallic paints and lithographic printers' inks. I began painting the bust how I always start, with a very light coat of Games Workshop Skull White primer on all parts, which gives a very good base for any of the paints that I use.

The Face

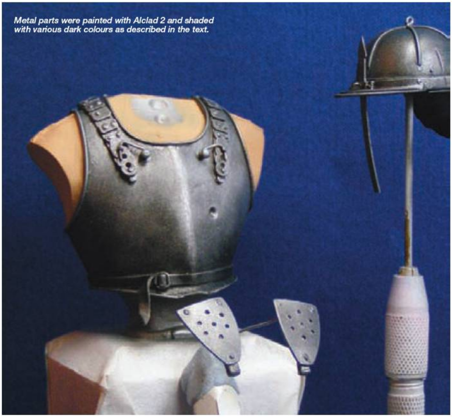
I've always began painting a figure or bust with the face; this maybe a subconscious thing as I tend to think if the face looks good







Face painting in progress with Vallejo and Andrea acrylic flesh colours, ranging from the basic skin tone to a light flesh colour in washes over the lighter areas created earlier with Humbrol enamels. The hair was a mix of Andrea Dark Leather 48 over black as a base colour highlighted with flesh colours.



Metal parts were painted with Alclad 2 and shaded with various dark colours as described in the text.

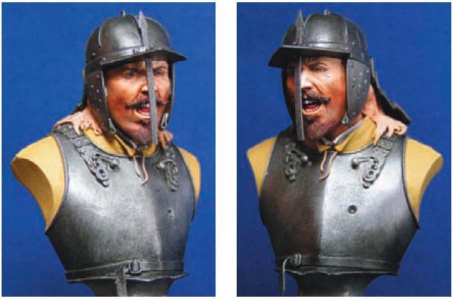
then it pushes you on to paint the figure to the same quality. (Paint a figure with the same concentration that you paint a face). My base colour for the face was Humbrol Leather 62, a vibrant mid to dark reddish brown colour, and this was applied with an airbrush to give a thin, but even coat of colour. The next step was to add a touch of matt white to the Leather, airbrushing this from the top to pick out the higher areas of the face, and done bearing in mind the direction of the light that I'd chosen at the beginning. This was left to dry over night ready to paint the eyes first.

I began to paint the eyes with a mixture of Ivory and a touch of Leather Brown, which gave a 'dirty white' for the whites of the eyes. Once this was dry the colour of the eyes was decided upon; I tend to go for darker coloured eyes, browns and greens, because I think that colouring eyes in pale blue or grey can sometimes look a bit false. Using acrylic dark brown, mixed to a fairly watery consistency, I used a No.000 brush and put the thinned colour in the desired place, looking straight ahead on this bust. The area I painted was the whole of the iris and as it dries the colour bleeds to the edge of the eye that has been painted and gives a darker line around the outside of the colour. The pupil was added in the centre using just black. Next the highlights were painted in the eyes and this gives the added dimension of 'life' to the eye. Highlights were done with the same mix that I used for the whites of the eyes and applied with a thin brush.

On smaller figures I don't like to paint the eyes with a gloss medium to give a shine, as this method tends to obscure the detail of the eye, so the highlight is enough, but I do add clear to the eyes on a bust once it has been finished. The remainder of the eyes were painted with a fine line of black or dark brown added under the upper eyelid to give the impression of eyelashes.

The rest of the face was painted with Vallejo and Andrea acrylic flesh colours, from the basic skin tone to a light flesh colour in washes over the lighter areas created earlier with Humbrol enamels.

The hair was a mix of Andrea Dark Leather 48 with black as a base. A medium flesh colour was successively adding to this mix and the



ABOVE: The painted parts of the figure assembled. BELOW: With baldric and waist sash added the metal parts were weathered and the model mounted on a polished wooden base.

fine lines on the hair were painted in, with more highlights towards the upper areas. This all should be completely dry before the next step, where a heavy wash of sepia oil paint is added to give the hair depth and shine and also to intensify the shadows. (Thanks Hardy!)

Body Painting

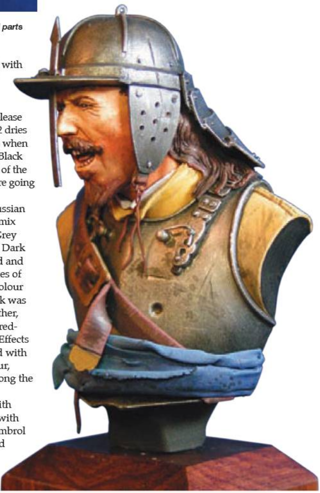
The coat sleeves were painted in Yellow Ochre with a touch of dark brown added to the base colour for shadows, then a touch of Ivory mixed in for the highlights. A medium brush loaded with a black wash, produced small touches of dirt and scrapes, added to give the appearance of wear and tear. The breast/back plates, helmet and ear plates were given the once over and all sorts of dents and scratches put in into the surface, before they were primed in matt black. Once dry this was coated with Alclad 2 Steel coat, which doesn't need polishing to give a real impression of steel. (One point I would like to make is that if you are going to use Alclad 2 please use it in a well-ventilated area). Alclad 2 dries in a matter of minutes on matt black, so when it's dry a few washes of Humbrol matt Black 33 were used to shade the bottom areas of the breast/back plates, and left to dry, before going on to paint the sash and baldric.

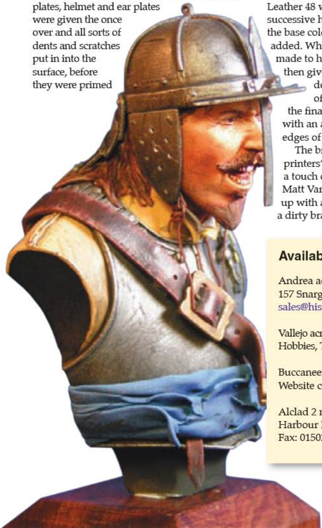
The sash was painted in Andrea Prussian Blue 22 with highlights added from a mix of Prussian Blue 22 and Confederate Grey 59. The baldric was painted in Andrea Dark Leather 48 with a touch of black added and successive highlights made with washes of the base colour with a medium flesh colour added. When dry a final wash of black was made to help blend the colours together, then given an all over coat of watered-down Vallejo satin varnish. Effects of wear and tear were added with the final mix of the highlight colour, with an almost stippling motion along the edges of the straps.

The brass buckle was painted with printers' ink, an 'Old Gold' shade with a touch of Sepia oil colour and Humbrol Matt Varnish 135 added, so you end up with a semi-gloss dark gold or a dirty brass! This takes a while to dry, but when it is the highlights can be added with the straight 'Old Gold' printers' ink as it comes, with no added colour or varnish, adding little touches to the edges with a fine brush and using it to make small scratch marks in places.

Final Touches

The bust was left to dry for a couple of days, ready for final assembly. I went over the figure carefully, adding little runs of rust and dirt, mud, scratches and highlights on metal parts; the idea is not to go too heavy at this point. It's a funny thing really, we paint to copy reality in miniature, but if we actually made things as dirty as they really were, it would look completely over the top, so this process needs to be done in moderation and very gradually until you are happy that everything looks right. ■





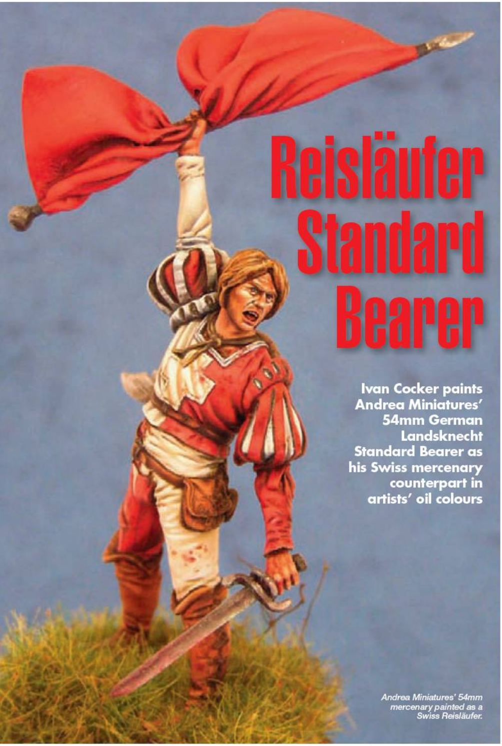
Availability

Andrea acrylic paints are available in the UK from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528. sales@historex-agents.co.uk www.historexagents.com

Vallejo acrylic paints — http://www.acrylicosvallejo.com/ various outlets in UK include Model Hobbies, Tel: 01782 333575 sales@modelhobbies.co.uk http://www.modelhobbies.co.uk/

Buccaneer bust from Pagan Art & Miniatures http://www.paganart.se/ however, their Website currently appears to be 'down'

Alclad 2 metal lacquers http://www.alclad2.com/ Available in the UK from Hannant's, Harbour Road, Oulton Broad, Lowestoft, Suffolk, NR32 2LZ. Tel: 01502 517444. Fax: 01502 500521. www.hannants.co.uk



Reisläufer Standard Bearer

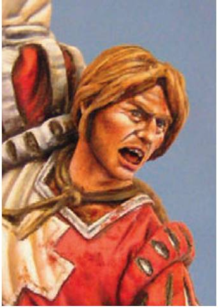
Ivan Cocker paints Andrea Miniatures' 54mm German Landsknecht Standard Bearer as his Swiss mercenary counterpart in artists' oil colours

Andrea Miniatures' 54mm mercenary painted as a Swiss Reisläufer.

The Renaissance Period though more glorified for its artistic breakthrough is often overlooked as a turbulent period of war, with armies of professional soldiers rampaging the European soils for spoils and glory. Among these 'dogs of war' emerged two rival nations that would fulfil this role in many a battle as mercenaries confronting each other with any army willing to pay; the German *Landsknechts* and the Swiss *Reisläufer* who were masters in the art of war with sword, pike and arquebus and these warriors were also infamous for their flamboyant almost gaudy dress code!

This dynamic figure by Andrea Miniatures of Spain was sculpted by the talented Rendal Patton, coming directly from an Osprey Man at Arms plate and it is an ideal candidate to represent any of these opposing rivals without any conversion by just choosing the right combination of colours. I opted to paint the figure as a Swiss *Reisläufer* c.1505 – a standard bearer with the all red *Landesbanner* of Schwyz and sporting the national colours of a red field with a white cross, and also for the challenges of painting red and white.

Though it looks to be a duotone scheme overall, combinations can be achieved by creating different values of the same colours, creating cool and warm combinations of both reds and whites.



Painting a convincing face in miniature isn't easy to many modellers and one of the reasons why many do not persevere to perfect the technique and go onto other forms of military modelling.

The Face

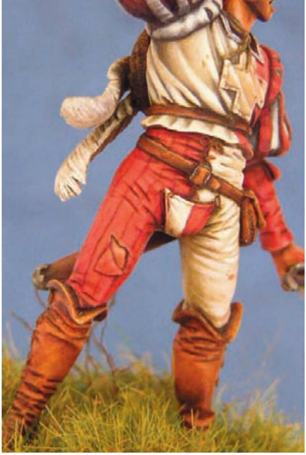
Like most figure modellers I always begin painting the face first and here I used a mix of acrylic paints - Vallejo Sunny Skin Tone, English Uniform, plus a dab of red and black. The result will be a brownish tanned skin tone, after drying the eyes were prepared, first the whites which was a mix of Vallejo Ivory and a dab of flesh colour and then the balls were made out of black.

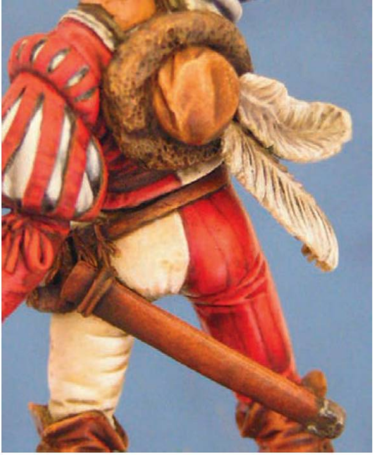
The flesh was done with Winsor & Newton Artist oils, and for flesh tones I prepare the paint on a paper palette at least a day before I being painting so that any excess oil in the colours will be absorbed. This helps to get the oil paint drying quicker and to a matt finish.

I have tried many combinations of colours for faces and cannot say I stick to any proper formula depending upon the subject I am doing. As this figure is to represent a fair Caucasian male, albeit somewhat weathered in battle, I choose the following mix for the base flesh tone – Pthalo Red Rose + White + Naples Yellow + Burnt Sienna + a speck of Cerulean Blue.

I prepare my base colour in a mid tone and cover the whole face with it, working wet on wet before I start doing some of the highlighted areas by adding some more white to the base mix. Then I leave the paint cure for some hours in my 'colour-baking oven' that comprises a homemade makeshift wooden box with its insides covered with aluminium foil into which I have fitted a light bulb to generate heat to dry the oil paint.

When the paint is dry I begin working wet-on-dry for the highlights, again adding more white to the previous mix. The final highlights will be made out of Jaune Brilliant. The deep shadows are worked by adding more Burnt Sienna to the flesh mix and the deepest shadows are made from a mix of Brown Madder Alizarin and Purple Madder, a combined warm shadow mix borrowed from Phil Kessling who is one of the best oil painters of figures around. The five o'clock shadow or the beard area was done by adding just a spot of Prussian Blue and Payne's Grey to the base mix.





ABOVE LEFT: Weathering techniques on the clothing of soldiers adds authenticity to any miniature. Note the stains and tears on the Reisläufers clothing.
ABOVE RIGHT: The Reisläufer's cap requires careful painting and has fur, fabric and feathers for the modeller to contend with as an exercise in finishing different textures.
RIGHT: The banner also requires careful painting to emphasize the shadows and highlights of its folds.

Painting the eyes, the iris was given a bluish mix and their highlights put in by adding more Titanium White to the mix. The lashes on the eyelids were made with a mix of Burnt Umber and Ivory Black and on the lower lids with Burnt Sienna.

The Tunic

Reisläufer tended to follow fashion more than practicality on the battlefield and the richness in textile material was nothing unforeseen, and combinations of rich wool, damask and cotton were not a big issue. As the textiles were to be a duotone split garment I preplanned which parts I had in mind to get a combination of cold and warm colours to achieve the different materials in the garments. I began with the whites, where the colder areas had been pre-painted with a mix of acrylic blue-grey tones and the warmer ones with a brownish white tinge.

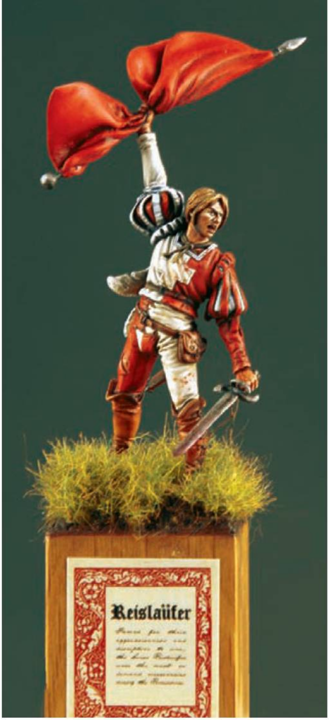
The oil mixes for the cold areas were Titanium White, Payne's Grey and a dab of Prussian Blue. I start with a dark mix and progress each step, wet-on-dry by lightening the mix and then step-by-step you get nearer to almost pure white.

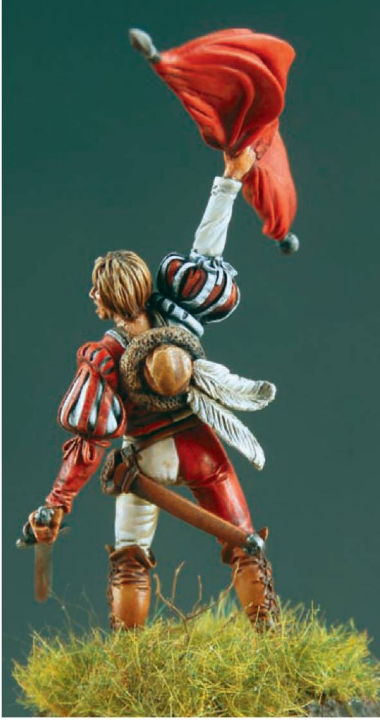
The warm areas are worked from a mix of Raw Umber and Titanium White, getting the same treatment as the colder whites. Deep shadows are made with Sepia and the higher highlights with a Flake White glaze.

I had in mind to keep the colour somewhat rich in certain areas, so I began with a deep red acrylic base coat. To achieve a very contrasting red I like to emphasize a good oil base coat like Cadmium Scarlet, which I also use as the highlight and work it more on the shadows. Mid-tones were produced with Cadmium Red glazes. Shadow areas are worked on with a combination of Cadmium Red Deep, Chrome Green and Prussian Blue.

I mixed a warm red colour for the hose to represent cotton, giving it a used look. The acrylic colour chosen was Vermillion and this was covered with an oil paint mix of Scarlet Lake with a dab of Cadmium Orange. Highlighted areas received some flesh colour with the base colour to create a used weathered effect. Deep shadows were made with Cadmium Red Deep and Prussian Blue.

I painted the hose on one of the legs in a pin strip design of Ivory Black and Prussian Blue over the red field. Straight lines tend to be very tricky so the mix was diluted with turpentine to ease the flow and I slowly painted them one by one with a new, straight pointed sable paint brush.





***ABOVE LEFT:* Single painted miniature figures are best displayed on a pillar type base for ease of handling and it also gives the modeller the opportunity to include a descriptive nameplate, which is essential when a model is displayed to casual viewers who may not be totally aware of who Swiss Reisläufers or German Landsknechts were.**
***ABOVE RIGHT:* The rear of a miniature figure is just as important as the front and painting standards should be maintained all round.**

The leather areas are a mixture of Mars Yellow, Mars Orange and linseed oil over a cork brown acrylic base, highlighted with Jaune Brilliant and Burnt Umber and Sepia for the shadow areas.

Groundwork

For the groundwork I had in mind a field rich in tall green grass to compliment the *Reisläufer*'s red and white clothing. The base was made out of epoxy putty and when dry it was painted with a very dark brown acrylic mix and washed with Burnt Umber oil paint.

When completely dry the grass was added and for this I used an artificial item made by Heiki for model railways and cut it into lumps and stuck it to the base with cyano glue, which can be a messy job. Finally, simply add some highlights and washes to the grass and the figure and its scenic base are complete. ■

References

Osprey MAA – *The Swiss at War 1300 – 1500.*
Osprey MAA – *The Landsknechts.*
Osprey Warrior – *The Landsknecht Soldier 1486 – 1560.*

Availability

The 54mm (1:32 scale) figure coded S2-F09 is in Andrea Miniatures' 'The Army of Charles V 1505' range and listed as 'Landsknecht Standard Bearer'. Andrea Miniatures, S.L., Los Talleras, 21-Pol. Ind., de Alpedrete 28430 Alpedrete, Madrid, Spain.
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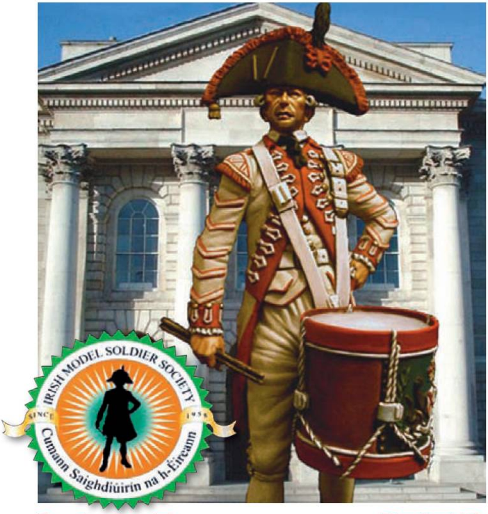
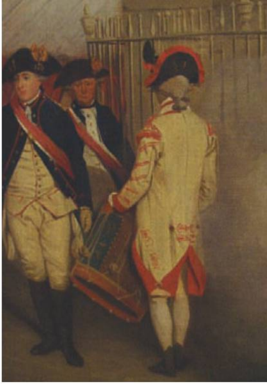
www.historexagents.com





The detail from the Francis Wheatley painting showing Mr Johnson, Drummer of The 1st Regiment of Dublin Volunteers. (© The National Gallery of Ireland.)

LEFT: The Drummer superimposed on a scenic background of Trinity College in Dublin.

Irish Drummer 1779

Roberto Spaolonzi paints a limited edition figure a Drummer of the 1st Regiment of Dublin Volunteers commissioned by The Irish Model Soldier Society to celebrate their 50th Anniversary this year

The Drummer of the 1st Regiment of Dublin Volunteers has long been the logo of the Irish Model Soldier Society. This limited edition figure of 200 was the vision of our late friend and President Tony Foley. His dream has finally been realized for our 50th anniversary thanks to the talented hands of Alan Ball.

A Brief history

In the late 1770s British troops in Ireland were thin on the ground due to a pressing need for their service in the American wars. As a direct result of this the worried gentry, landowners and various other professional persons decided to form militias to counter a very real threat of French invasion. These Volunteer groups were independent of Government, but remained loyal to the Crown and a member of the local gentry usually headed the different volunteer units.

The volunteers were generally made up of the upper and middle classes and were almost exclusively Protestant as it was forbidden for Catholics to bear arms. On the 4th November 1779, the Volunteers of the City and County of Dublin assembled on College Green outside the Houses of Parliament, under the command of the Duke of Leinster, to celebrate the birthday of King William III. This gathering was the subject of a painting by the renowned artist Francis Wheatley who was present on the occasion. The Drummer of the 1st Regiment Dublin Volunteers, later identified as a 'Mr Johnston', became a porter at the Duke's residence at Carton House, is centre stage, albeit with his back to the viewer, next to the Duke of Leinster.

The crest, which is forefront on the drum, held by our commemorative figure bears the Arms of the Duke of Leinster who was the Commander in Chief of the Regiment.

The Figure

The figure was sculpted by Alan Ball and was commissioned by my good friend John Schley for the 50th anniversary of the IMSS in Dublin, which was held in May of this year. I have lots of good friends in Dublin and I was proud to be asked to paint this figure. Both the sculpting and casting are very good, and only a minimal cleaning of mould lines is required. After washing in warm soapy water the figure was primed using Citadel White Skull primer from Games Workshop.

Flesh Tones

Flesh tones were a mix of the following Vallejo acrylic colours: Sunny Skin Tone, Vermillion, English Uniform and black. This mix was highlighted using Sunny Skin Tone at first and then with Golden Yellow and Light Flesh for the final highlights. More black and Vermillion were added to the initial mix to achieve the dark shadows. Very diluted Magenta was then added around the cheekbones and around the tip of the nose. The 5 o'clock shadow was painted with a mix of black and Sunny Skin Tone. I tried to keep the contrast of the colour of the face quite strong so that it would contrast with the white colour of the uniform.

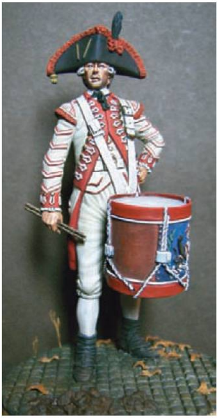
Tricorne Hat

The hat was painted in black using a mix of Vallejo black, Prussian Blue and Natural Wood; this was highlighted with Sunny Skin Tone. The red cockade and the red feather-edges were painted with a mix of Andrea colours, Basic Red, Aviation Green and black. This was highlighted using Andrea Dark Orange and Vallejo Sunny Skin Tone. The grey wig was a mix of Andrea Confederate Grey, Vallejo Prussian Blue, black and a touch of Burnt Umber highlighted with Vallejo Off White.

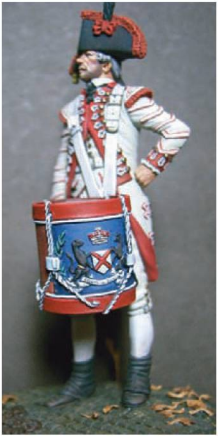
Jacket and Trousers

The colours of jacket and trousers are an off white, for which I used a mix of Andrea Pearl Grey, Vallejo Prussian Blue, English Uniform and black, highlighting it by adding more Pearl Grey and Off White to the mix. More black and Prussian Blue was added to the mix to achieve the darker shadows.

Work in progress before the drum was added.



Views front and back of the finished figure.



The Drum

After careful priming, the blue part of the drum was painted first using Prussian Blue, Hull Red and black. This was highlighted with more Prussian Blue, Sunny Skin Tone and a touch of white. All the whites were painted with a mix of Vallejo Off White, English Uniform, Prussian Blue and black. The reds were painted with a usual mix of flat red, Napoleonic Green and a touch of black, highlighted using different tones by adding Scarlet Dark Orange and Sunny Skin Tone to the mix.

Groundwork

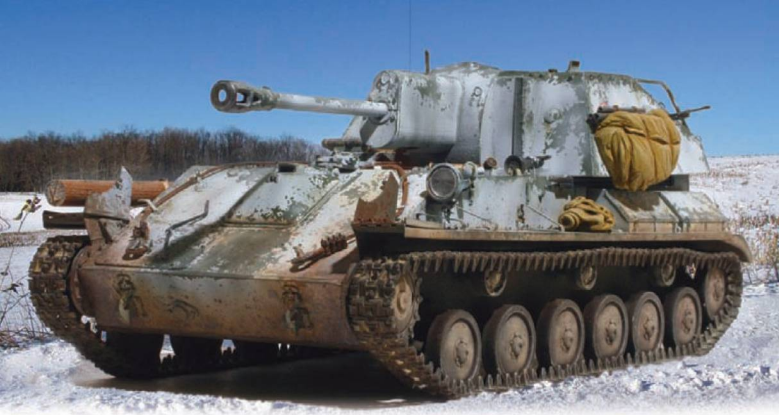
The ground was made from Milliput and painted with different shades of oil colours from grey to brown. Since the reunion of this Irish Volunteer was held in November I decided to add dried leaves to the groundwork. To give the idea of reunion of men at arms I decided to place some horse manure on the ground. This was sculpted from Milliput and painted with different shades of acrylics.

Availability

This figure is available from the IMSS Website: www.imss.moonfruit.com

Acknowledgement

A particular thanks to John Schley for giving me the opportunity to paint this figure and to all the friends at IMSS in Dublin. ■



ABOVE: You can almost feel the cold! The finished model posed against a photo background makes for a realistic winter setting.

BELOW: The original SU-12 (SU-76) was deployed in modest numbers in the summer of 1943 at Kursk. This is the final production configuration of the SU-76 with the open fighting compartment, which differs considerably in detail from the SU-15/SU-76M depicted in the MiniArt kit.

A Sturdy SU

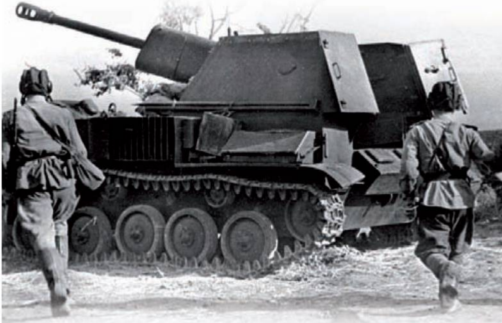
MiniArt's 1:35 scale kit of the Soviet SU-76M assault gun built by Steve Zaloga

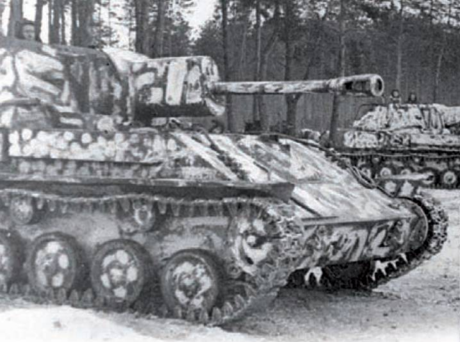
The Soviet SU-76 was one of the most widely produced Allied AFVs of World War II, outnumbered in the Red Army only by the T-34. It has not been well served by the model companies until now with MiniArt's excellent new 1:35 scale SU-76M kit.

Historical Background

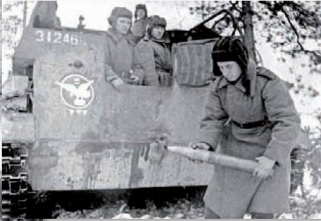
The SU-12 was developed by M.N. Shchukin's design bureau at Factory No.38 in Kirov in late 1942 and based on a Red Army requirement for a self-propelled 76mm gun. Although the resulting SU-76 is sometimes called 'self-propelled artillery' or a 'tank destroyer', it was neither. The Red Army sought an assault gun to provide close fire-support for the infantry, much like the German *StuG III*. Since the T-60 and T-70 tanks were obsolete and their guns too small for this role, the normal 76mm ZiS-3 divisional gun was the obvious weapon. Once again, it is a widespread misconception that the ZiS-3 was an anti-tank gun; although it could be used in this role, the 57mm ZiS-2 was the anti-tank version of the family. The ZiS-3 was the Red Army's equivalent of the British 25pdr or the US Army's 105mm howitzer, the standard field gun in the infantry divisions and a follow on to the Model 1902 gun of the same calibre in the Tsarist Army.

The SU-12, later re-designated as SU-76 when accepted for service in November 1942, had a troubled gestation in no small measure due to the use of the inadequate T-70 light tank chassis. This chassis was selected as it was already in production at several plants, and these plants were not capable of producing larger vehicles. After several false starts, about 25 SU-12 were completed at Factory No.38 in late 1942, and 535 more in 1943. This initial version was significantly different than the standard SU-76M depicted in the MiniArt kit. The early SU-76 had a fully enclosed fighting compartment, and a different engine arrangement with two automobile engines mounted side by side in the hull, separately powering their own transmissions. The SU-76 was not especially popular in service, being called the *Suka,* which was a play on its designation 'SU' and the Russian word for bitch! The main problem with the design was the poor engine layout that led to low reliability. The final production batches of the SU-76 were redesigned with an open fighting compartment to reduce weight.

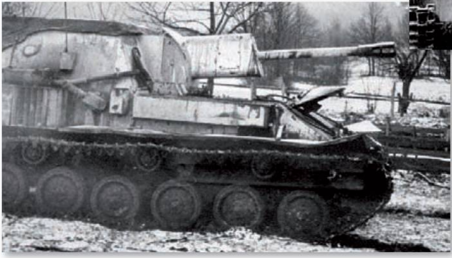




An attractive winter camouflage option can be seen on this battery of SU-76M of the 1st Byelorussian Front in action during February 1945.



The crew of a SU-76M of the 8th Light SP Artillery Brigade re-load ammunition during the winter of 1944-45. Besides the unit's distinctive eagle insignia, the usual factory registration number can be seen painted on the left upper rear plate.

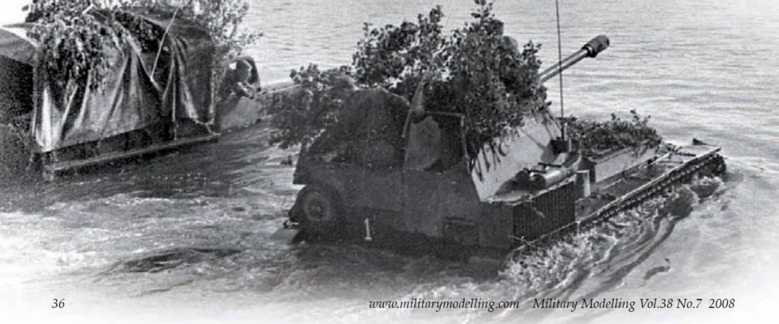


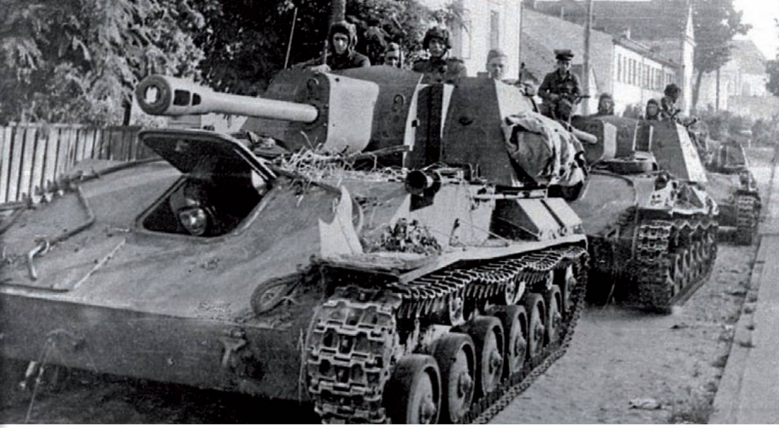
ABOVE: A good example of a more typical winter whitewash finish on an SU-76M of the 4th Ukrainian Front in the Carpathians Mountains in February 1945.

BELOW: A SU-76M during a river crossing. This photograph provides two diorama ideas: river fording and the extensive use of foliage camouflage.

A Redesign

As a result of the lingering automotive problems, Nikolai Astrov's design bureau at the Gorki automobile plant (GAZ) was assigned to redesign the SU-76 as the SU-15, later called SU-76M when it was accepted for service in July 1943. In comparison to the initial SU-76, the SU-76M had the two automobile engines mated in-line on the right side of the hull, powering a more conventional drive train. Production was undertaken at three plants, GAZ, Factory No.38 in Kirov and Factory No. 40 in Mytishchi. A total of 11,494 SU-76M were built during the war and a further 5,204 after the war. The final production series of SU-76M in 1945 underwent modest redesign with a modified fighting compartment with the

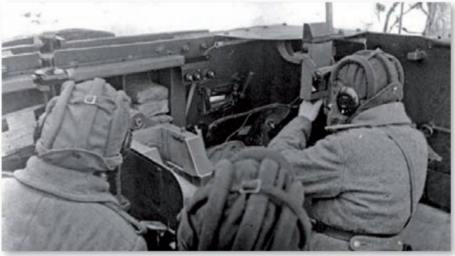




A column of SU-76Ms in Kaunus on 1st August 1944 when the city was retaken by the 1st Baltic Front. This provides a good example of the standard practice of leaving the starting crank in the hook on the right front hull since the access port was on the lower front bow plate.

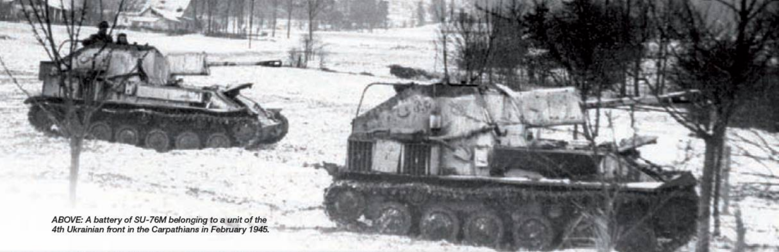
armour extended upward at the rear to offer better protection. This version never received a formal designation change, but is usually called SU-76M Model 1945 or SU-76M (*2-y obrazets* or 2nd Version).

The SU-76M Model 1945 does not appear to have seen service in World War II in any significant numbers if at all, but is well known in historical photos as it was the most common type used by the North Korean Peoples Army (NKPA) in the Korean war in 1950. The SU-76 remained in widespread service in the early Cold War years, and some were still in service in some countries such as Romania right up to the fall of the Communist regimes. Aside from its well known use during the fighting in Korea, the SU-76 also saw combat in Hungary in 1956 and during the Afghanistan war.

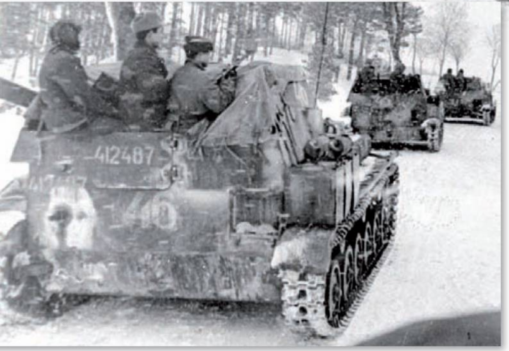


ABOVE: A very useful shot of the interior of a SU-76M showing the configuration and use of the crew periscope. There was several attachment points for periscopes around the fighting compartment, and two were usually carried that could be moved if necessary.

BELOW: SU-76M was used primarily as an assault gun for infantry support and it was frequently used in close conjunction with them as seen here on the 1st Byelorussian Front in September 1944.



ABOVE: A battery of SU-76M belonging to a unit of the 4th Ukrainian front in the Carpathians in February 1945.



ABOVE: A column of SU-76M of the 2nd Baltic Front during the fighting outside Danzig in late March 1945. This provides an example of the factory registration number painted on the fighting compartment door with the vehicle tactical number below it.

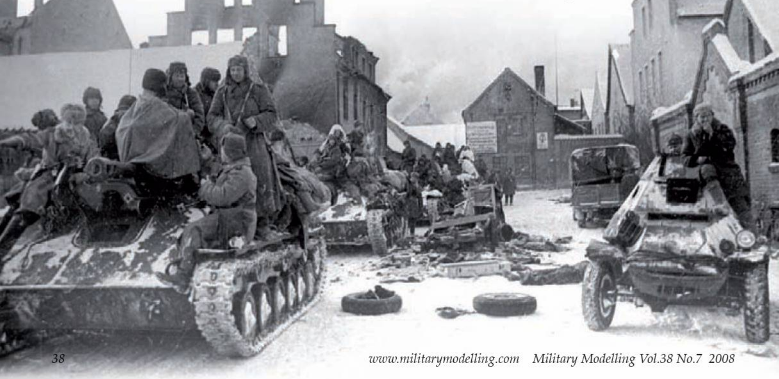
Starting the Model

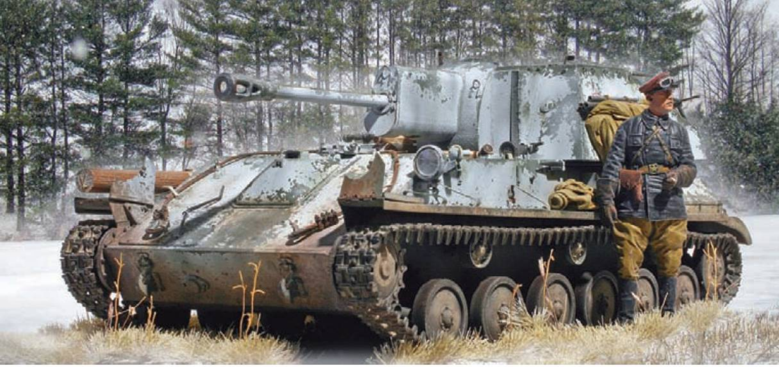
I had built the old Alan 1:35 scale kit of the SU-76M over a decade ago when it first appeared; it was later repackaged and sold under the Dragon label for a number of years. It was not an especially good kit, and I remember it mainly because of its unbelievably thick plastic hull sides.

The MiniArt kit is much more state-of-the-art, and fairly typical of Eastern European kits with no fancy slide mould technology and a bit more flash than the average Dragon or Tamiya kit. The mould sprues are a bit thick and so care must be taken removing parts. On the other hand, the kit has some very delicate detail, and the parts' fit was generally good with the exceptions mentioned below.

I began with the suspension. This was one of the most troublesome aspects of the model as the torsion bar arms that connect the wheels to the hull do not fit very well to the hull side sockets. The problem is a combination of a bad fit of the axles and the lack of any firm method for securing the wheels at a constant height. My method around this problem was the old scratch-builder's secret of building a small

BELOW: This view inside Muelhausen during its capture on 24th January 1945 by the 2nd Baltic Front provides some interesting diorama potential as well as a rare glimpse of the rarely seen BA-64M armoured car.



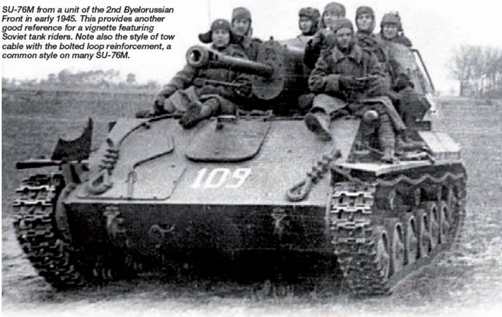


ABOVE: The finished model in a winter setting with the Alpine tanker figure alongside. The actual background was shot during a winter storm on Mount Savage in western Maryland, not in the wilds of the Carpathians!

box from a strip of sheet plastic 7.5mm high, mounting this on a solid, flat piece of wood, and then temporarily attaching the hull to the assembly jig with tape. This keeps the hull level while attaching the road wheels.

The tracks provided in the kit are nice and delicate, but they lack any positive means of attachment during assembly. I found that the best way to assemble them was to mount them on a piece of basswood, and glue them together with slow-setting liquid cement such as Testors. The basswood is preferable over a piece of plastic strip, as the glue won't stick to the wood. Slow setting glue is a good idea to prevent the tracks from becoming rigid before attaching them to the suspension. I attached them to the suspension before they became hard in order to bend them around the idler wheel and drive sprocket, as well as to provide enough flexibility to depict some track sag in the upper run.

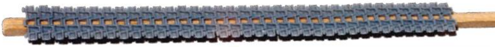
One of the few clunky features of the kit is the depiction of the screening over the engine air intake on the side and the rear. I decided to cut both of these out and replace them with photo-etched brass screen. This proved more difficult than it first appeared, as the side air intake box is very thick, and the hole in the rear intake plate does not match up to the radiator housing inside the fighting compartment. I solved the first problem by scratch-building a new air intake box for the hull side out of black Evergreen plastic, and I solved the second problem by adding some trim around the hole in the rear plate to hide the problem.

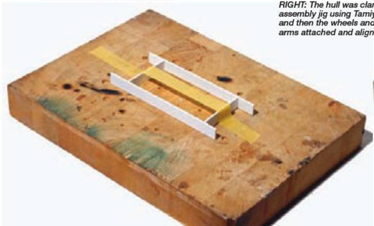


SU-76M from a unit of the 2nd Byelorussian Front in early 1945. This provides another good reference for a vignette featuring Soviet tank riders. Note also the style of tow cable with the bolted loop reinforcement, a common style on many SU-76M.

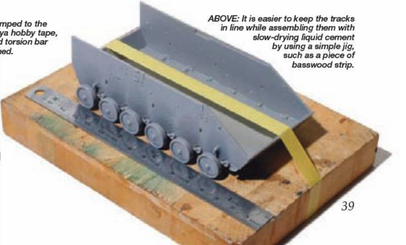
A standard issue with open-topped AFVs, such as this one, is the thickness of the armour plate on the exposed edges. While it is possible to replace these with sheet plastic, my approach is usually to thin the upper edges to a knife-edge, which is easier, and effectively disguises the problem.

I would not recommend following the kit instruction sequence as it suggests attaching lots of the little detail parts to various



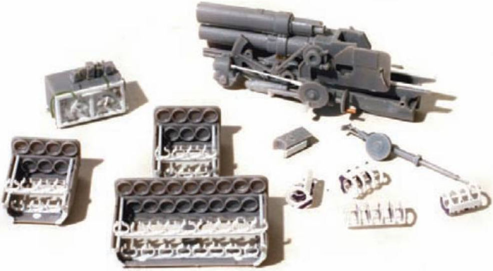


BELOW: To help assemble the suspension, I built this simple jig from sheet plastic, 6.5mm high, to lock the hull in place on a block of wood.



RIGHT: The hull was clamped to the assembly jig using Tamiya hobby tape, and then the wheels and torsion bar arms attached and aligned.

ABOVE: It is easier to keep the tracks in line while assembling them with slow-drying liquid cement by using a simple jig, such as a piece of basswood strip.

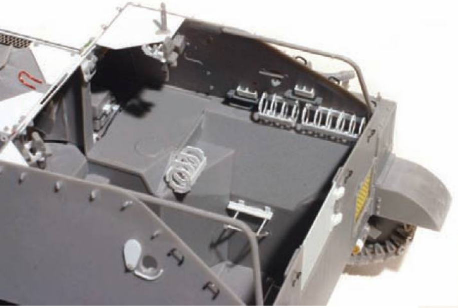


I spent a considerable amount of time on small detail in the fighting compartment including the 12RT radio, and the added detail on the ammunition stowage racks. The gun was left off the front of the assembly to permit it to be kept separate during assembly and painting.

subcomponents before assembling major kit bits. I used a more traditional approach, and put together most of the major assemblies before attaching the smaller and more delicate parts.

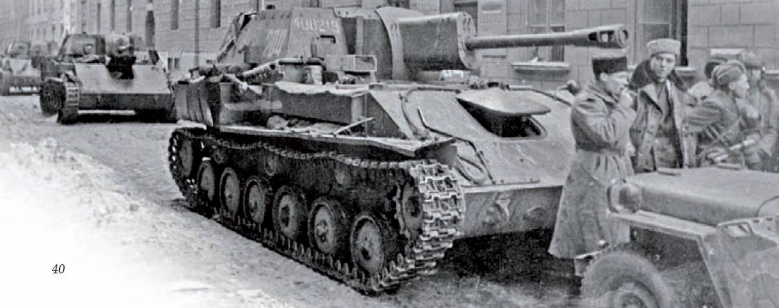
The next major construction problem I encountered was the gun assembly. MiniArt uses the same ZiS-3 gun they provide in their kit of the normal field gun version. While this is all well and good, in reality, the forward recuperator housing and other bits don't fit very well within the new armoured housing. Even if it is possible to get this whole assembly together after a lot of shaving and sanding, it still means that it is necessary to build the gun already attached to the chassis before painting.

I wanted the gun separate from the hull to make it easier to paint it and the fighting compartment interior and my solution was to cut off the front of the gun, which won't be seen anyway. This way, the rear portion of the gun can be left separate for painting and detailing, while at the same time the exterior part of the gun mounting can be assembled with the rest of the hull. The only part of the forward gun assembly that should be saved is the forward part of the slide that can be seen through the opening at the bottom of the armoured gun cover. I also replaced the barrel and muzzle brake with one from an Italeri ZiS-3 because MiniArt moulded the muzzle-brake top-to-bottom which promised to be a problem getting the openings to look right; I had a stash of Italeri kits from a hobby show some years ago when someone was selling stacks of them for the give-away price of 50 cents each. However, I have a suspicion we will see a turned brass or aluminium barrel and muzzle brake for this kit eventually anyway.



Empty machine gun ammunition racks, rebuilt periscopes, the support for a new gunner's seat and the small grenade bins were added to the fighting compartment.

BELOW: Column of SU-76M in Budapest in mid-February 1945 after the capture of the city by the 2nd and 3rd Ukrainian Fronts. Several details are worth noting including the canvas cover over the engine air intake, the winter cover over the side grilles, and the standard factory registration number (408218) on the upper right fighting compartment.

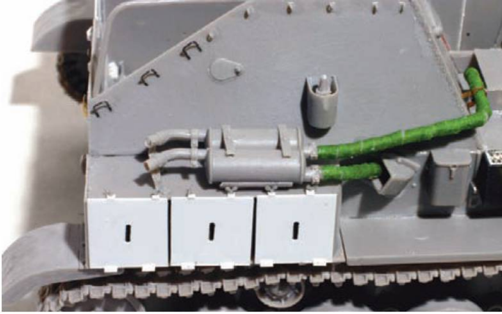


Adding Some Details

Open-topped AFVs such as the SU-76M offer plenty of opportunity for extra small detail work. The two most useful references I found for doing some super-detailing are Aleksander Chubashin's book on the SU-76 originally published in Russian, but reprinted in Polish by Militaria as No.260 in their 'Tank Power' series, and the 'Kagero Topshots' on the SU-76 by Grzegorz Okonski; both are still in print and are available from book dealers who handle Polish publications, or via Internet Polish hobby shots such as Jadar.

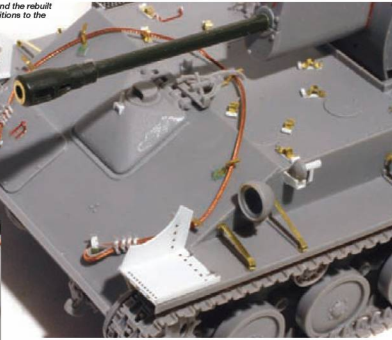
I did a fair amount of small detail changes in the fighting compartment, including substantial re-builds of the ammunition racks and machine gun drum racks. The 76mm ammunition racks provided the biggest headache as each round had a small semi-circular clip to hold it in place. I spent a couple of evenings trying out various schemes to depict these clips including various attempts at vacuum-forming and using PE strips, but I finally settled on using plastic strip instead. I wrapped some .010 x .030 thou Evergreen strip around a brass rod, submerged it in boiling water, and then quenched it in cold water to make it keep its shape. I then cut the strip into semi-circular pieces, and assembled them together with some other little bits to result in the final shape seen in the photos. I doubt many modellers will wish to go to this level of effort, but perhaps some after-market firm will come up with an ingenious way around this problem.

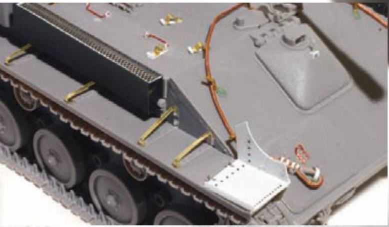
The machine gun drum racks were much easier. I started by punching small holes in .010 thou sheet plastic, cutting these into



ABOVE: This detail view shows some of the additions near the air intake including the winter covers, the asbestos cloth over the exhaust pipes, and the various hooks for the canvas roof tarpaulin.

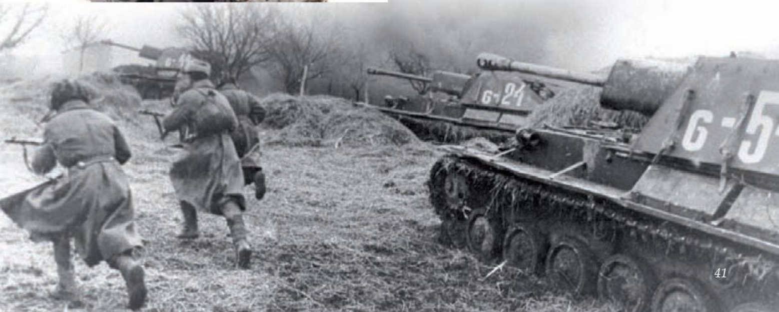
RIGHT: Small tool clamps and the rebuilt siren were some of the additions to the left front corner.

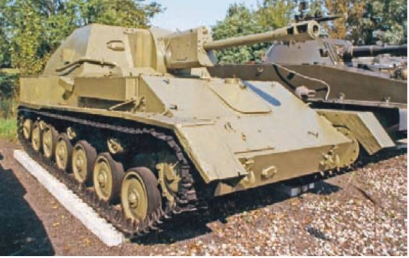


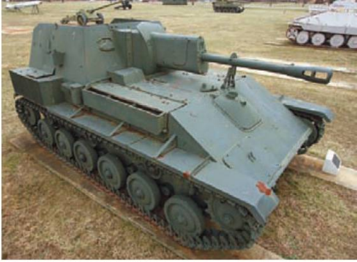


Some of the additions made to the front right hull included the air intake box and screen, the new fender supports from brass sheet, the folded front mudguard, and the Karaya tow cable with detailed loop.

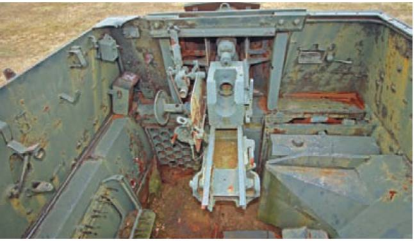
BELOW: On the 3rd Ukrainian Front in Austria in April 1945 a SU-76M unit display an unusual format to the tactical numbering system; 6-54 is in the foreground and 6-24 in the background.

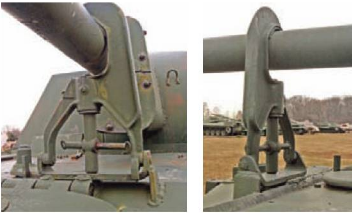




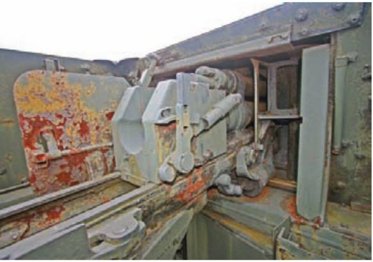


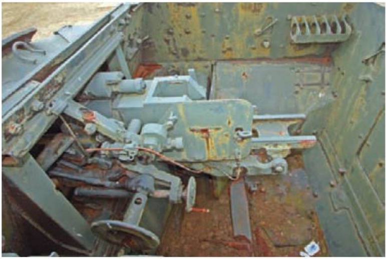
ABOVE LEFT: A Polish SU-76M preserved at the Katyn museum in the fort outside Warsaw. ABOVE RIGHT: The SU-76M Model 1945 had extended armour coverage on the upper rear corner of the fighting compartment side as is evident in this view of a former NKPA example captured in Korea in 1950 and now preserved at the Ordnance Museum at Aberdeen Proving Ground.



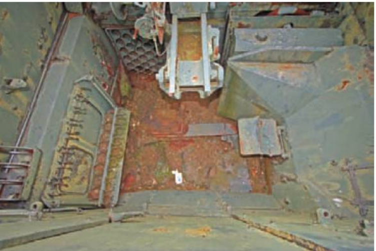


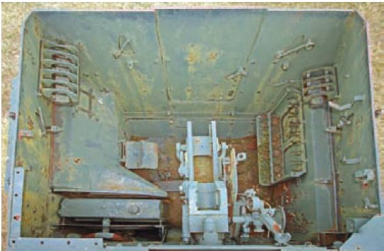
LEFT: The APG SU-76M is a bit worse the wear from having sat outside for half a century. ABOVE: Front and rear views of the gun travel lock.

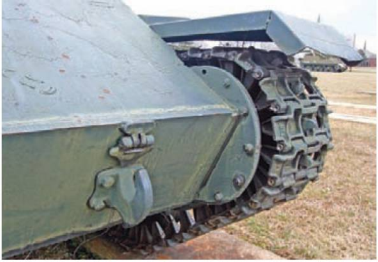


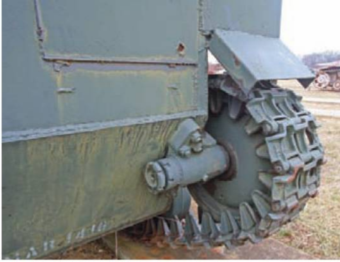


ABOVE LEFT: The ZiS-3 76mm gun from the commander's side of the compartment. ABOVE RIGHT: The ZiS-3 76mm gun from the gunner's side. The sight is rotated forward and is only partially complete. BELOW LEFT: Rear of the fighting compartment behind the gun showing the main ammunition rack and the commander's seat.
BELOW RIGHT: Overhead view into the fighting compartment of the APG SU-76M Model 1945 shows the ZiS-3 gun breech and ammo racks.

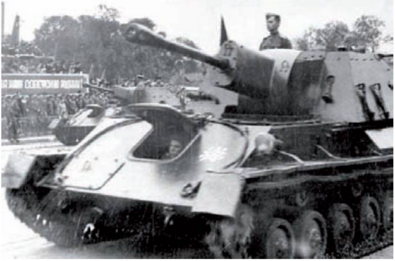


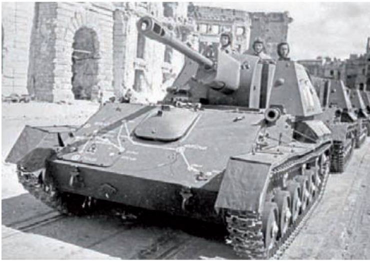


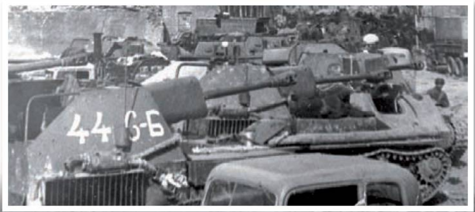




ABOVE LEFT: The left side front tow shackle and track. The front mudguard is missing part of its inner plate. ABOVE RIGHT: SU-76M idler wheel track-tensioning axle.





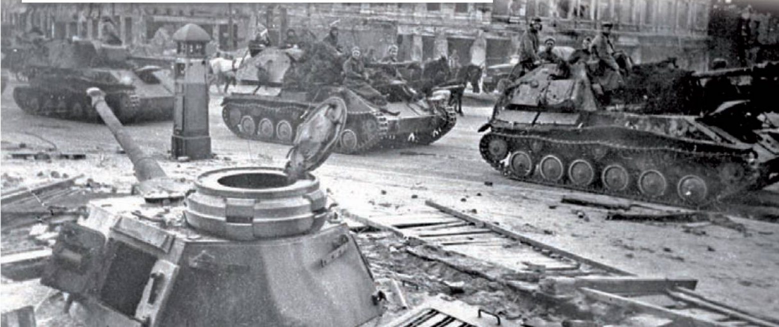


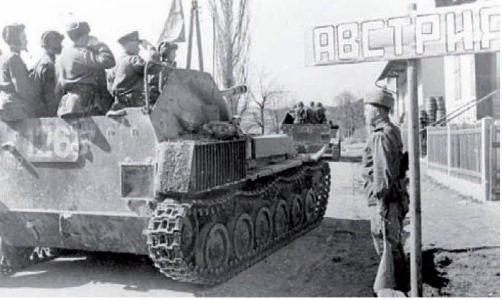
ABOVE LEFT: A SU-76M on parade in Harbin, China in the aftermath of the fighting with Japan. It provides some interesting details such as the front pistol port open with the plug hanging below on a chain as well as the stowage straps for the vehicle tarpaulin on the fighting compartment side.

ABOVE RIGHT: A Polish LWP SU-76M on parade in Warsaw immediately after the war. The elaborate map painted on the glacis plate shows the combat path of the Polish 1st Army from 1943 to 1945.

LEFT: A battery of SU-76M in Königsberg displays the tactical markings 44/6-B at the conclusion of the fighting for this Prussian port on 9th April 1945.

BELOW: May 1945, the final days in Berlin offers interesting diorama potential. A column of SU-76M moves down a street with a dug-in PzKpfw IV 'pillbox' in the foreground.



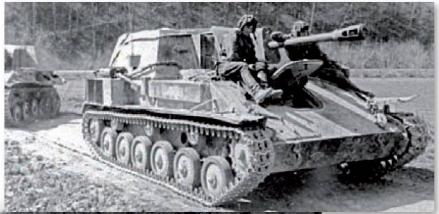


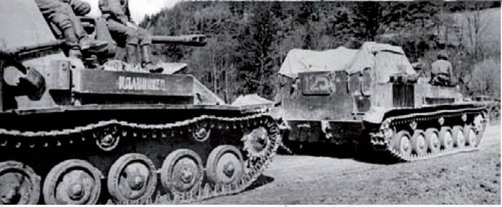
squares, then trimming off the angles. Next I made a simple jig using basswood to keep the individual plates separated evenly, and glued the assemblies together using the outer strips. I have a suspicion that some of the after-market PE manufacturers will offer these eventually.

I wanted a more comprehensive radio set than the one provided in the kit, so I built a 12-RT set using the stowage box provided in the kit. I rebuilt the mountings for the periscopes, which are a bit simplified on the kit. The padding on the rear plate is too flat, but I only replaced the portion on the access door using epoxy putty, as it is the most obvious. I added a gunner's seat, and re-carved the other two seats, which are a bit too rigid and angular for padded seats.

ABOVE: A SU-76M unit arrives at the Austrian border with a new border marking in Russian. It has the common style of tactical marking, a three-digit number on the rear hull door.

RIGHT & BELOW: SU-76Ms on the outskirts of Vienna in April 1945. The Russian Cyrillic marking on the air intake cover side is 'Kalininets'. The markings are fairly typical and include a tactical number on the rear hull door and the usual factory registration number.

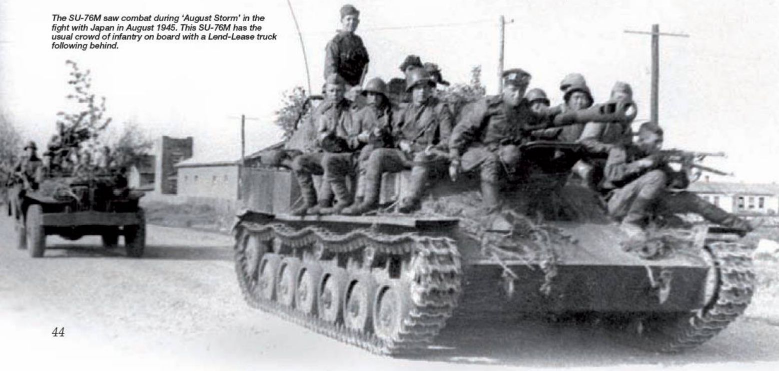




The one after-market part already available for this kit is the excellent set of turned brass 76mm ammunition from Hussar, and I got mine from Air Connection in Canada. These not only provide a much wider selection of ammunition types than the kit, but also some spare brass cases to depict spent rounds, excellent markings information, and even ridiculously tiny decals for stencilling on the projectiles! The DT machine gun came from an Eastern Express BT-7 kit, though Model Kasten also released a white metal DT machine gun many years ago that may still be available.

I rebuilt a fair amount of detail around the front exterior of the gun mount based on my observations of the one at Aberdeen Proving Ground. I decided to show my SU-76M without the extensive assortment of tools provided in the kit, but this is actually more work than using the kit parts since it requires a set of tool clasps. I made these from some spare bits of German AFV clasps in my PE stash. I replaced the kit tow cable with one

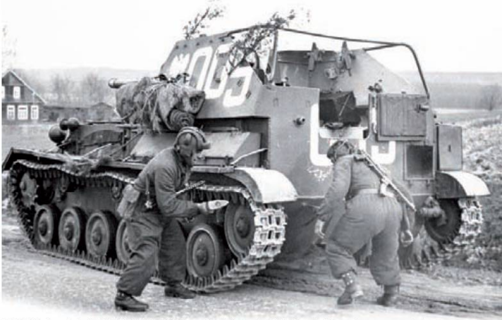
The SU-76M saw combat during 'August Storm' in the fight with Japan in August 1945. This SU-76M has the usual crowd of infantry on board with a Lend-Lease truck following behind.



made from Karaya soft copper cable, and I depicted one of the different styles of tow cable loop sometimes seen on Soviet light AFVs which used a series of small screw plates to hold the loop in place. To add a little interest to the front, I depicted the front mudguards folded up, making new front mudguards from .010 thou sheet plastic.

I hollowed out the exhaust stubs on the right side, and also made winter-covers for the air intake since I intended to depict my model in winter camouflage. The exhaust pipes on the SU-76M were usually wrapped with asbestos cloth strips, and I replicated this using Christmas tissue cut into thin strips and soaked in a solution of white glue and water before wrapping the kit pipes.

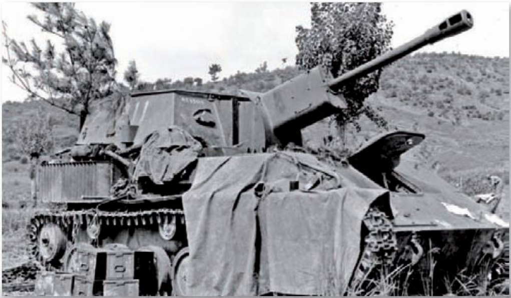
The kit provides the many small mudguard braces, but I decided to replace these with strips cut from brass sheet to get them closer to scale thickness. I replaced the various 'U' shaped stowage loops with thinner ones made from wire, and the square shaped loops from some PE sheets intended for T-34 kits. The small 'O' clips around the top of the fighting compartment for tying down the tarpaulin came from some Tichy railroad HO scale plastic 'O' rings.



ABOVE: A nice shot of a Polish LWP SU-76M in service in the early 1950s showing two periscopes mounted on the right fighting compartment side and providing a look at the padding on the rear door.

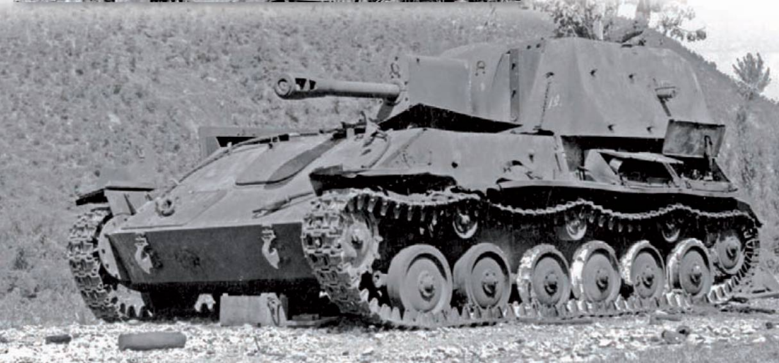
BELOW: One of the SU-76M Model 1945 assault guns spearheaded a NKPA attack against the US Army 23rd Infantry on 3rd September 1950 during the Naktong offensive. This one was knocked out by a 3.5-inch 'bazooka', but the other escaped. This vehicle carries a tactical marking (211) on the superstructure side, and still has its original Soviet registration number (481206) above the commander's visor on the superstructure front.

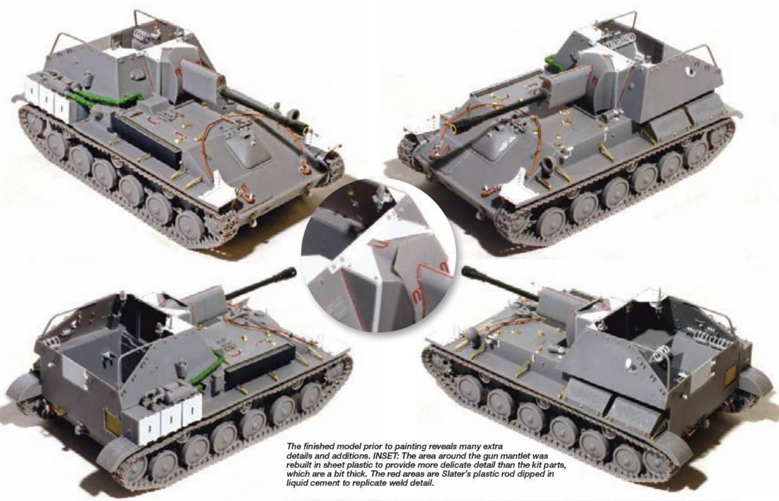
BOTTOM: A North Korean Peoples Army (NKPA) SU-76M Model 1945 burned out along the road to Taegu in Waegwan sector of the Pusan perimeter during the fighting on 20th August 1950 with the 27th Regimental Combat Team (RCT), 25th Infantry Division. The vehicle has suffered an ammunition fire in the rear compartment, which blew debris out of the rear, and set the four rear road-wheels on fire.



Weathering with Toothpaste

I decided to show my SU-76M in the markings of the 8th Light SP Artillery Brigade, which had an interesting unit insignia. Photos of the unit in the Militaria book showed a very weathered winter whitewash. I've always found a distressed whitewash finish to be a real challenge to paint because if it's too sloppy, the model looks messy, but if it's not distressed enough, the finish looks toy-like and phoney. I've tried using the 'salt' masking method of weathering, and while this can be effective, I find it to be a little too geometric and a bit too difficult to control. Another masking method is to use Marmite (yeast extract spread), but since that substance is abhorred (ignored?) by the sensitive palates of the Former Colonies in the Americas, I needed a substitute.

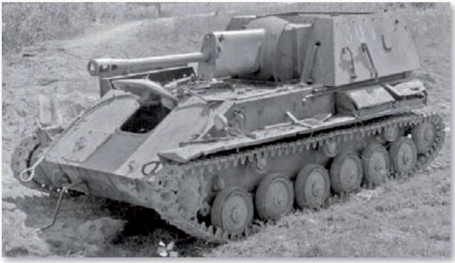




The finished model prior to painting reveals many extra details and additions. INSET: The area around the gun mantlet was rebuilt in sheet plastic to provide more delicate detail than the kit parts, which are a bit thick. The red areas are Slater's plastic rod dipped in liquid cement to replicate weld detail.

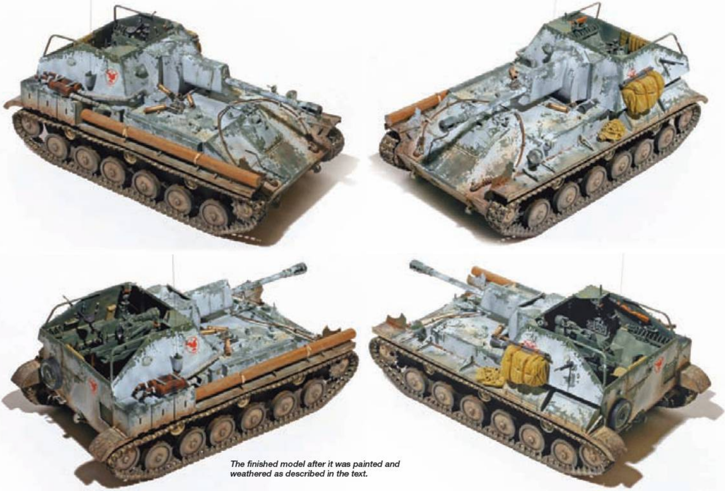
The closest in texture and 'dissolvability' is toothpaste. I tried this a few times when depicting distressed paint on wooden doors such as on the wooden door in my M5A1 vignette two issues ago. The main problem I have with toothpaste is that it is soap, and so it tends to dissolve acrylic paint even after it has dried. Since I use Tamiya acrylics for most of my painting, this is a bit of a problem. The obvious solution was to create a barrier between the paint and the toothpaste, and I decided to try a clear lacquer, in this case Testor's lacquer clear gloss.

After applying a base coat of Tamiya XF65 Field Grey to depict faded Soviet 4BO camouflage green, I airbrushed the model with clear gloss lacquer to protect it from toothpaste attack. Once dry, I dappled the



ABOVE: A SU-76M Model 1945 abandoned near Kumchon on 21st September 1950. The faded vehicle tactical number appears to be 800.

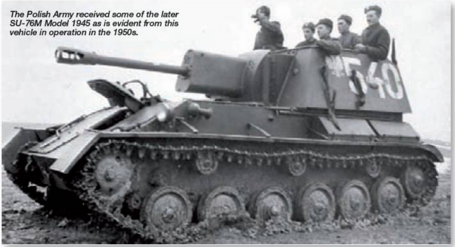
BELOW: A large number of SU-76M assault guns were captured intact at the port of Hungham on the eastern coast on 5th November 1950 before reaching the NKPA army. These reinforcements on railway flat wagons had probably been shipped from the USSR only weeks before and are all Model 1945 types.



The finished model after it was painted and weathered as described in the text.

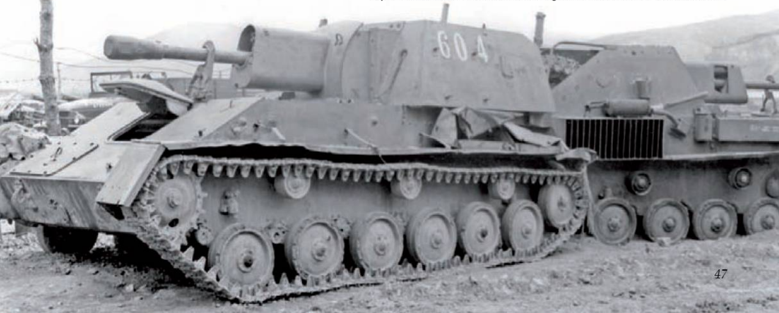
model with toothpaste using a bit of natural sponge; the type found in an art/craft store, not the synthetic stuff found on the kitchen sink! The main advantage of toothpaste is that its application can be controlled, so I applied more around the lip of the fighting compartment were the tarpaulin shielded it from the whitewash. Likewise, I applied more below the driver's hatch where constant little Russki feet would wear it away.

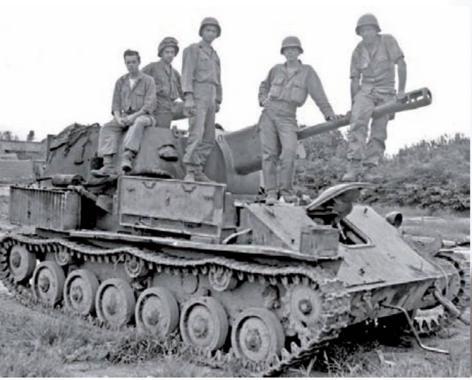
Once the toothpaste was in place, I then airbrushed an irregular pattern of Tamiya XF2 White acrylic over it. I let this set for about half an hour until it was dry to the touch, and then I took the model over to the sink along with a broad acrylic brush with firm bristles, and scrubbed off the toothpaste, exposing the green paint below. This takes a bit of practice, so experiment on some old model or some scrap parts before attempting it on a precious model! I find this method



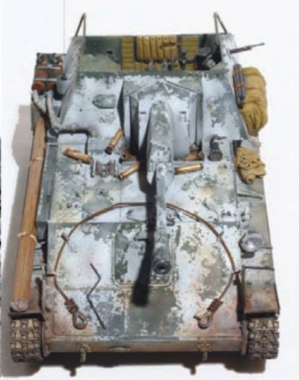
The Polish Army received some of the later SU-76M Model 1945 as is evident from this vehicle in operation in the 1950s.

BELOW: A pair of SU-76Ms at a depot somewhere in Korea in the autumn of 1950. This provides a good contrast between the Model 1944 to the right and the Model 1945 to the left that can be distinguished by the shape of the superstructure sides. The 105th Armoured Brigade vehicle numbered 604 is a Model 1945.





ABOVE: Troops of the 5th RCT, 24th Infantry Division pose on an abandoned SU-76M Model 1945 assault gun near Waegwan on 20th September 1950. This vehicle has evidently suffered an engine breakdown, as its side engine access hatch is open, and tow-cables are attached to the front tow hooks.

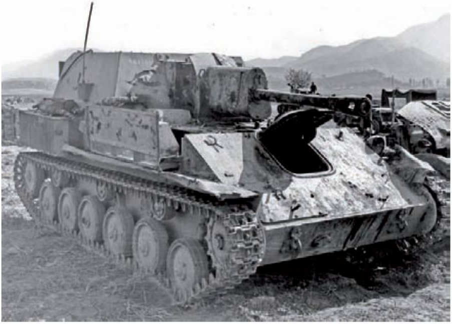


provides a very realistic chipping effect that is far more natural than trying to depict it by hand painting. I made the unit markings on my Epson inkjet printer using Testor's clear decal sheet.

Finishing the Model

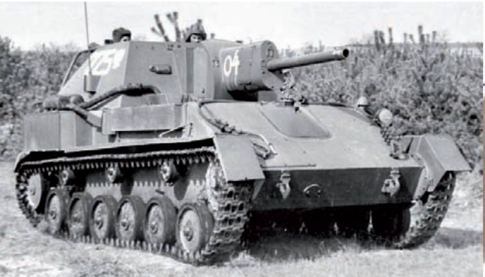
I decided to show the model in a late winter/ early spring setting with the ground starting to thaw and the suspension dirty from mud. I used Tamiya XF51 Khaki Drab, followed by an irregular overcoat of XF72 JSDF Brown on the suspension and on bits of the lower hull. Most of the small detail painting was done with Vallejo acrylics.

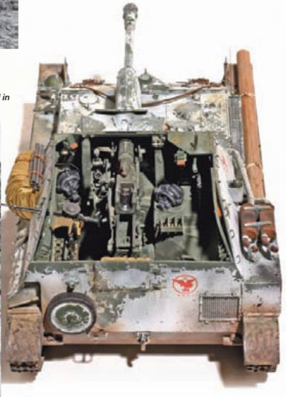
The vehicle commander is from the Alpine Miniatures series, kit 35039, which is up to their usual high standards of sculpting and casting. The stowage on the model was adapted from the Blast resin sets, mainly their recent Humber scout car set. I made the base from a piece of blue Styrofoam house insulation with Silflor

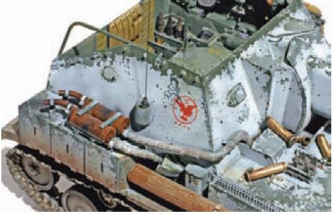


ABOVE: A captured SU-76M Model 1945 in the hands of the 2nd Infantry Division on 23rd September 1950. Although there were only about as third as many SU-76M as T-34 tanks, the SU-76Ms were more widely encountered as they were attached to most frontline infantry divisions for fire support.

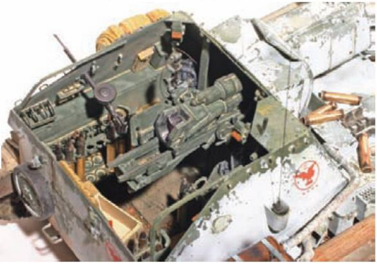
BELOW: The SU-76M remained in service with the Warsaw Pact in dwindling numbers through the 1960s, and in some cases such as Romania even later. This Polish LWP example is missing its muzzle brake.



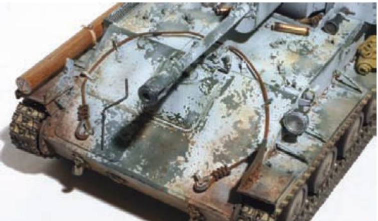




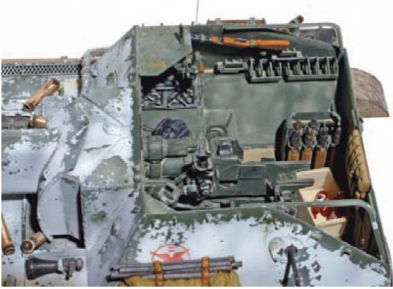
The exhaust area shows the results of the added asbestos cloth and winter covers. The unit markings were made on an ink-jet printer.



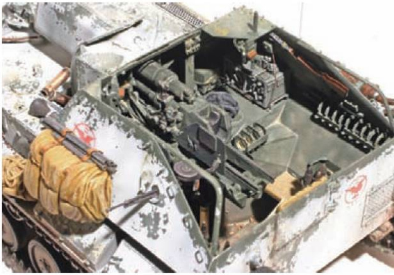
ABOVE: The fighting compartment is always the centre of attention on an open-topped self-propelled gun, so it received more attention in the final constructional sequence.



The headlight glass with the proper diffraction pattern came from an after-market set intended for 1:25 scale cars.

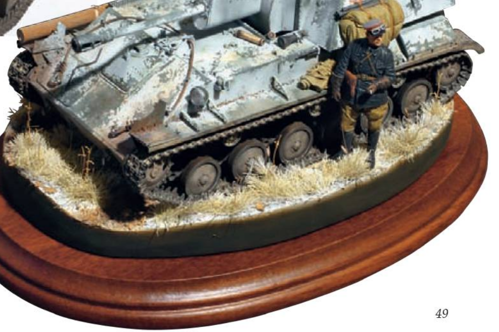


Although time-consuming, the added small details such as the machine-gun drum racks and ammunition bring the fighting compartment to life. The 76mm ammunition is from the excellent Hussar turned brass after-market set.



ABOVE: I decided to show the self-defence DT machine gun in place in the side port, a feature that is seldom seen in photos, but depicted in the manual.

BELOW: The finished model on its polished wooden base with the Alpine figure alongside.



grass. I painted the base in white, and then dry-brushed the Silfor grass starting in XF60 Dark Yellow and then working in lighter colours to resemble dead grass.

The MiniArt SU-76M is a 'craftsman' model that demands more care and attention than a Tamiya kit, but it is worth the effort as the detail and structural accuracy of the kit is extremely fine. I certainly hope that MiniArt continues to turn out kits of this quality. This model provides an enormous amount of vignette and diorama potential, for example a *Suka* carrying a load of infantry riders. I hope the accompanying historical photos will provide some inspiration for modellers of the SU-76. ■

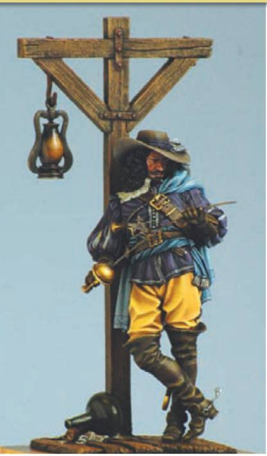
'Sword & Lance' 2008

Lester Plaskitt reports on the Darlington Military Modelling Society's Annual Show

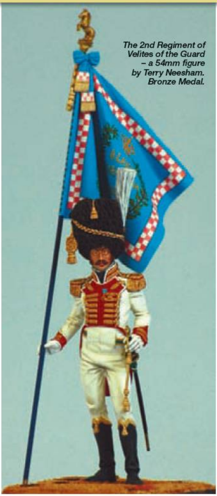
Saturday, 19th April last saw the Darlington Military Modelling Society once again host their Annual Show Sword & Lance, now firmly established at its usual venue of the Darlington Arts Centre.

As in previous years the show day started early with various traders arriving as early as 07.30 hrs to set up in the main hall, these were soon followed by local and not-so-local modellers including master armour modeller Phil Stutcinskas, figure modeller Adrian Hopwood and members of 'The Basement' Internet modelling forum making the trip from 'down south' to present displays of their models. From across the border was a strong contingent of Scottish figure and armour modellers, but the prize for the longest travelled had to go to John Murphy, Editor of *Model Military International* and Darren Thompson who made the journey from Devon to attend the show. Other clubs in attendance included Tyneside IPMS, Halifax model club, Washington model club, White Rose modelling society and the South Lakes' model club to name a few. Specialist trade stands are an integral feature of the show offering a wide range of kits and accessories which usually can only be found on the Internet and to this end Sword & Lance was attended by traders, SB Models, Friendship Models, Bonaparte Models, Halifax Modellers World, F&F Models, Name It and Armstrong Bases.

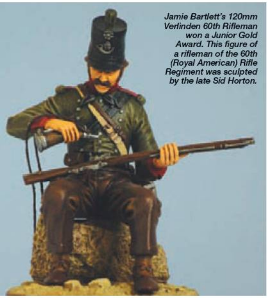
With the club displays and trade stands set up and the early arrivals fortified by numerous 'bacon butties' the door duly



ABOVE: David Mitchell's François l'Olonnais 1634-71, a Pegaso 75mm figure kit that won a Gold Medal and the Best of Show award.

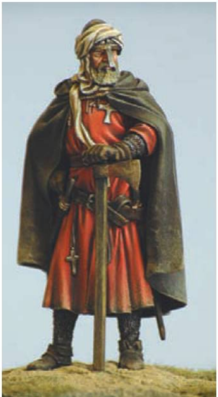


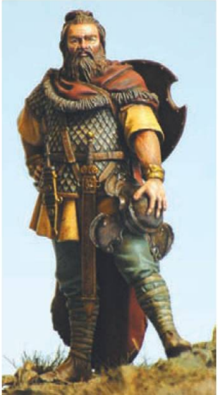
The 2nd Regiment of Velites of the Guard – a 54mm figure by Terry Neesham. Bronze Medal.



Jamie Bartlett's 120mm Verlinden 60th Rifleman won a Junior Gold Award. This figure of a rifleman of the 60th (Royal American) Rifle Regiment was sculpted by the late Sid Horton.

BELOW LEFT: A 54mm Hospitaller Knight by Dave Ashby. Silver Medal. BELOW RIGHT: The White Rose Award went to David Mitchell for his 75mm Marcomannic Warrior.





A 120mm British Falklands Para by Andy Ward.

ABOVE: Mark Neville's 1:35 scale PzKfpw III Ausf G won a Silver Medal for its builder.

Darren Thompson's SdKfz 251/22 'Pakwagen'.

opened at 10.00 and within a few minuets the trade hall quickly filled up with modellers eager discover the traders' wares and what models the club display stands had on show.

In addition to the attractions of the trade hall the club was able to hold a raffle with the prize of an Iwata Eclipse airbrush and air hose, which had been kindly donated by the world-famous Airbrush Company of West Sussex. www.airbrushes.com As predicted for such a prize a large number of tickets were quickly sold with the eventual winner being Mr Chris Kaberry. Our thanks must go out to Mr Ken Medwell of the Airbrush Company for the donation of the prize.

Over the years the show has rightly gained a reputation as one of the friendliest shows around and this was evident by the number of modellers who could be found chatting and renewing old friendships whilst enjoying refreshments or the odd pint or two in the Arts Centre's fully refurbished foyer. Modelling forums have also become a feature of Sword & Lance with some of the countries top modellers presenting 'how to do forums' for modellers attending the show, with previous forums being presented by Phil Stutcinskas, David Parker of *AFV Modeller*, Adrian Hopwood and Marijn Van Gils. This year we were pleased to welcome Euro Militaire Gold Medal winning figure painter Dave Ashby, who presented a practical demonstration of how he paints his figures' faces using acrylic paints to an enthusiastic and full audience.

Charles Antoine Manhes – a 54mm conversion by David Mitchell. Gold Medal.

Running alongside the aforementioned events was the Show's much admired competition, which consistently attracts a very high standard of entries in all classes. Much of this can be attributed to the Show's adoption of the open system of judging where models are not judged against other models in their class, but on their own merits by three independent judges allocated to each section of the competition which allows modellers work to be recognized by the awards of multiple Gold, Silver or Bronze awards in each class, something the 'first past the post' 1st, 2nd and 3rd judging system is unable to do!

This year saw a record number of entries with the armour section being so well supported it was difficult to fit all of the entries on the tables! My thanks go out to all who entered the competition. It would be impossible to list all award winning models so I hope the photographs in this article will give an indication of the exceptional quality of the competition models.

'Ferdinand' by Brian Murdoch won a Silver Medal.

results process, Dave Ashby for presenting his modelling forum, Mark Fagan and Mike Harbour for simply turning up, and all the members of the Darlington Military Modelling Society especially our Club Secretary Colin Holmes, because without his efforts the Show would not be possible.

Next year's Sword & Lance will be held on Saturday, 4th of April again at the Darlington Arts Centre for more details please contact Colin Holmes Tel: 01325 489801 colin.holmes@whsmithnet.co.uk ■

The Society's congratulations must go to Scotland's David Mitchell who was not only awarded a Gold Medal and the Best of Show Award for his splendidly painted 75mm Pegaso Miniature of François l'Olonnais 1634-71, he also was awarded the White Rose shield for his 75mm Marcomanic Warrior, an award given annually by the White Rose Model Club for the best figure model chosen by members of the White Rose Club. In addition to these awards the Darlington Military Modelling Society also annually presents the Derek Holmes memorial award in memory of Derek who was a great supporter of Sword & Lance and this year it went to Dave Ashby for his 90 mm Sergeant of the 95 rifles. *Military Modelling* Editor Ken Jones, who attended the show along with his wife Sandra, again kindly donated free one-year subscriptions to *Military Modelling* magazine to the award winning junior modellers.

A highly enjoyable day was had by all who attended the show and my thanks must go to all who attended and made the show such a success, Ken and Sandra for their long and continued support of both the Show and club, Harry Heaviside and John Dixon for their efforts in the competition administration and

ABOVE: StuG III in 1:48 scale by Sean McConnell took a Silver Medal.

ABOVE: The busy trade area in the main hall at Sword & Lance.

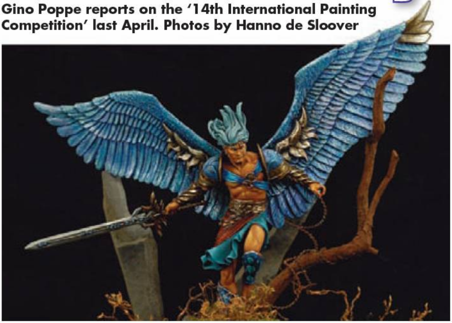
LEFT: Don Quixote – a 200mm bust painted by Steve Kirtley won a Bronze Medal.

BELOW: Israeli Centurion' Olifant 1b' by Mark Gilbert.

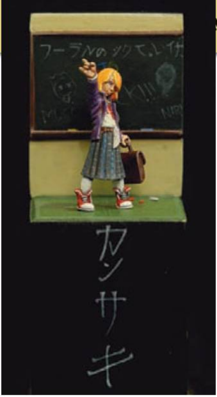
An overview of the hall where the vendors were located. The man in the grey suit wearing glasses is Ramir Hereygers, President of the Antwerp Model Soldier Society.

Antwerp Model Soldier Society

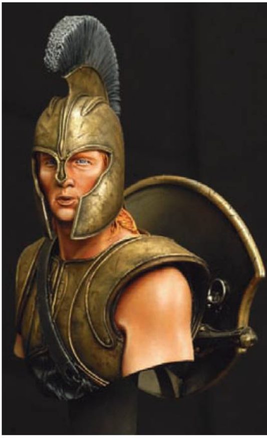
Gino Poppe reports on the '14th International Painting Competition' last April. Photos by Hanno de Sloover



Marilyn Lebrun is another Belgian talent who always delivers very nice work. Her 54mm Andrea, 'Archangel of New Age' was no exception to this rule and was thus awarded a silver medal. Bravo Marilyn! (Silver at Master Level).

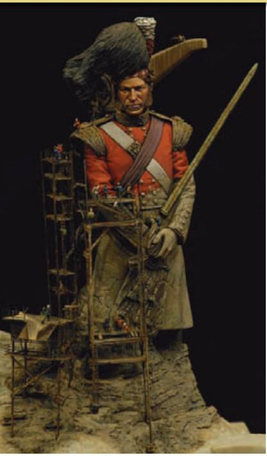


ABOVE: This is a kind of a rebellious figure to me. Placing it in a schoolroom even enhances this feeling and combined with a great painting technique, this Fantasy 28mm 'Japanese College Girl' won a Silver Award for Alexis Doudoux. (Silver at Advanced Level). BELOW: Achilles was a spectacular rendering of the Young Miniatures' 1:10 scale bust by Michal Krepelka, which earned him a well-deserved Gold Award. (Gold at Advanced Level).

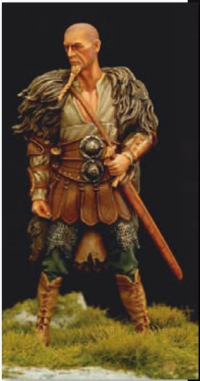


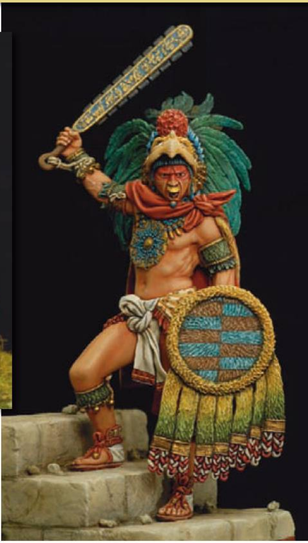
Spring was back in town (well almost) for the 14th International Painting Competition, the annual show hosted by the Antwerp Model Soldier Society. This year's Show was held one month later then normal, thanks to the slow bureaucracy in Belgium, which means it was already the beginning of April instead of March! Was this the reason why there was slightly less attendance? Or has the fact that we have a World Expo in Europe this year something to do with it? Whatever the reason, those present will confirm that it was a weekend filled with fun, superb figures on display, lots of vendors selling the best the hobby has to offer and of course the great hospitality by the AMSS members.

Still there were vendors and competitors from far and away: not only Belgium but also The Netherlands, France, Germany and the United Kingdom sent their best in the world of figures to the show. There were too many superb works on display that it's impossible to sum them all up here, so I'll let the pictures do the talking. However, among some that caught my attention was Jean-Pierre Duthilleul's 'Auto Portrait' that not only showed some spectacular sculpting and painting, but also



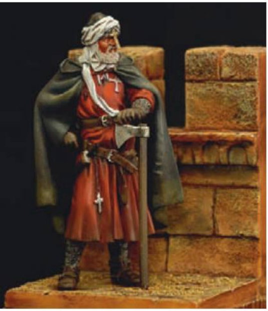
Although still in progress, the next 54mm piece of work on a Latorre figure by Marijn van Gils promises to be another work of art! (Not In Competition).





ABOVE: Although this Nordic Warrior is a quite recent Andrea 54mm release, Peter Rauchbaum managed to paint it in a very pleasing way and thus he could go home with a Silver Award. (Silver at Advanced Level).

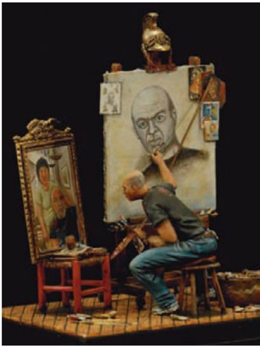
RIGHT: This 75mm Pegaso Aztec isn't an easy piece to paint and when it's done as good as Mr Corné did. A Gold Medal was the logical award. (Gold at Beginners Level).

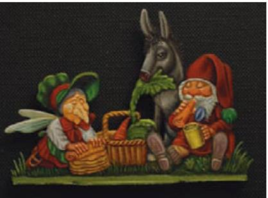


ABOVE: The great painting skills of Jean-Claude Seelmans resulted in a logical Silver Award for his 54mm Pegaso Chevalier de St Jean de Jerusalem. (Silver at Advanced Level).

a well thought out scene. Mark Lerach's Best of Show winner, 'Nosferatu' showed some spectacular painting on a flat and I'm sure this artist will amaze us with plenty more of his stunning work in the near future. And there was the work of Marijn van Gils. Although Marijn didn't participate in the competition he had his models at display and his newest work, which was still in progress, showed some very tiny men working on a statue. The feet of the statue are still in the rock while the top was already painted. For the statue he used the very famous Latorre figure of the 79th Highlanders, Crimea 1854. A great way for one of the best figure modellers to pay homage to another. Remember, you saw it here first!

Marijn wasn't the only there to show his work, but on the Sunday afternoon he gave a very informative presentation on how he realized his latest work, 'Zappa!' I know that I have learned a lot from it, and I don't think I'm the only one! A personal highlight of the weekend was when I could accompany Marijn on his first steps in the wonderful world of painting with acrylics. He mastered the acrylics quickly and soon he will show us some stunning painting in acrylics.





LEFT: Flats are a very difficult segment of the art of figure painting. At the IPC Show one can always see some excellent examples as this 'das Picknick' by Frank Ebert for which he went home with a well-deserved Bronze Medal (Bronze at Beginner Level). ABOVE RIGHT: This 54mm scratch built self portrait by Jean-Pierre Duthilleul wasn't only superbly sculpted and painted, but also showed the originality this great artist can achieve! A Gold Medal was the only award the piece could receive. (Gold at Open Level).

ABOVE LEFT: A great shield design, combined with excellent painting and a very natural looking groundwork resulted in a Gold Award for this 54mm 'Greek Officer' by Jean-Pierre Oge (Gold at Advanced Level). ABOVE RIGHT: Marc Degraeve did not only sculpt and paint this superb 54mm figure, but he also placed it in a magnificent surrounding and called it 'The Streets of Cairo'. All his hard work resulted in a Silver Award. (Silver at Open Level).

The weekend ended way too quickly, with the prize giving on Sunday evening. A special mention has to go to Christel who did part of the prize giving in not only Dutch and French, which is quite normal when living in Flanders, but also in English and German! Do the complete prize giving next year Christel and I'm sure you'll make a lot (of men) happy.

So now we have to wait another year for the '15th International Painting Competition' and a little birdie told me that there will be some surprises to celebrate the 15 years. If this will be in 11, 12 or 13 months has yet to be decided, as no date has been confirmed at the moment of writing this report. If you want to stay informed, you can always check AMSS Website www.amss.be ■

ABOVE: General Hannibal was another well-painted 75mm Pegaso figure that gained a Bronze Medal for its painter, Stefano Bertoli. (Bronze at Master Level). BELOW LEFT: Fernand Baeckart created seven 54mm scratch built figures to come up with this great diorama entitled. 'Circus Trench' a First World War scene that gained him a Silver Award. (Silver at Open Level). BELOW RIGHT: It's always good to see that large scale figures are still getting the attention they deserve, especially when they are so well painted as this 120mm John Smith Modelbau, 'Hiver 17-18' by Daniel Doudoux. (Bronze at Master Level).

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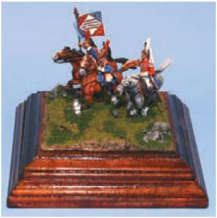
★ LONG ISLAND ★
MILITARY VEHICLE CLUB

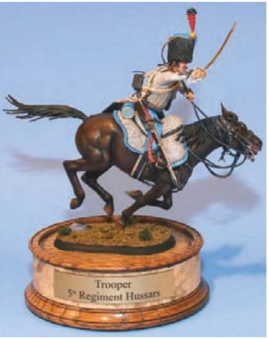
The Long Island and New York City Historical Vehicle Collectors' clubs exhibited several restored World War Two and Vietnam era trucks in the Freeport Recreation Centre's parking lot.

RepLIcon XXIII

Steve Andreano reports on 'The Other Freeport Show' – hosted by the Long Island Scale Model Society - The Biggest and Best Yet! Photos by John A. Musolino and Steve Andreano



French Napoleonic 40mm Cavalry by Louis Ripe in the Figure Category.



Michael Gondor's 90mm Trooper 5th Regiment Hussars in the Figure Category.

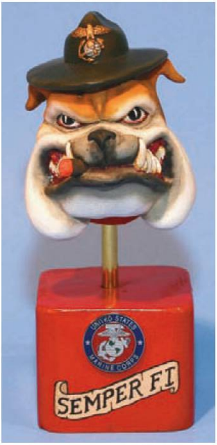
IPMS's 'Make-N-Take' area is there to encouraging younger visitors to make a model at the show and take it away ... finished or unfinished! Club members were on hand to help the kids and their parents to get started in model making by offering supervision and answering any questions.

On Saturday, 29th March the Long Island Scale Model Society held *RepLIcon*, its 23rd Annual Model Convention. Some extensive marketing and its unique among IPMS chapters 'partial open system competition' helped make it a very successful show with modellers coming from at least four states despite record petrol prices in the USA.

More than a competition, the Show featured two historical lectures; the first was given by Mr Bob Cuce, a former Vietnam 'Gun Truck' Quad .50 cal gunner who spoke about his experiences using a PowerPoint presentation and to relate his experiences, a scale model of his former truck, custom built for him by LISMS member Robert DeMaio. The truck model has a story in itself as no kit exists of Sergeant Cuce's one-of-a-kind 'Gun Truck'. Mr DeMaio did a major conversion, stretching and widening the model just as was done to the real thing.

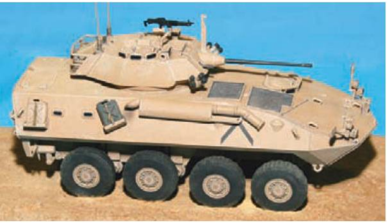
Second World War Veteran former 1st Lieutenant Julie Cobb, who was the Lead Bombardier for the 91st Bomb Group of the 8th Air Force, Army Air Corps followed with a presentation on his experiences to the attendees. Mr Cobb primarily flew in 'The General Ike,' a natural metal-finished Boeing B-17G.

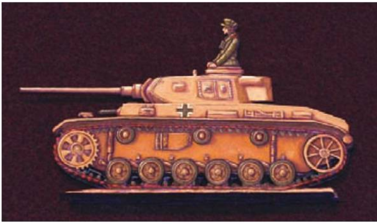
These gentlemen's seminars were neatly augmented with exhibitions stated by the Long Island and New York City Historical Vehicle Collectors' clubs that displayed several restored World War Two and Vietnam era trucks in the parking lot at the Freeport Recreation Center.



"Mac" is a 1:4 scale USMC Bulldog Bust entered by Tommy Kortman in the Figure Category.

ABOVE LEFT: The MRC stand displayed plastic kits in the trade area – Italeri and Academy items, amongst others, were on offer. The Long Island Model Society's show has doubled the number of its vendor tables over the last two years. ABOVE RIGHT: The HANSA 'Diorama System' booth, providers of modular building and street sections.





ABOVE LEFT: LAV-25 in 1:35 scale – modeller unknown - Armour Category. ABOVE RIGHT: Unusual flat 1:72 scale PzKpfw III Ausf L entered by James Powles in the Armour Category.

'Make-n-Take'

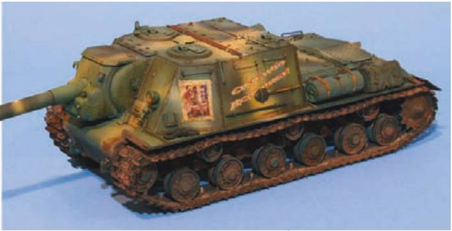
The use of the 'Rec Center' allows us a great deal of space and flexibility and we not only have rooms for the lectures, but a place to hold the IPMS crowd-pleasing 'Make-n-Take', where local hobby shops Gold Coast, Men at Arms and Willis Hobbies donated paints, paint brushes and cement for the sessions. The Xuron Tool Company donated sprue cutters and IPMS-USA donated Fujimi kits for the kids aged five to 16. Children of attendees or kids attending other functions at the 'Rec Center' could, under supervision of a parent and LISMS volunteers, start off building a model. Then they can take the finished (or often nearly finished) model home to help spur interest in our hobby.

Twice as Many Traders

Twice as many attendees as last year were tempted by 65 Vendor tables (twice as many as we had two years ago!) including local Hobby giants like Baseline Hobbies, S&J Hobbies, the Marx-Man and manufacturer representative booths from MRC and HANSA Diorama Accessories.

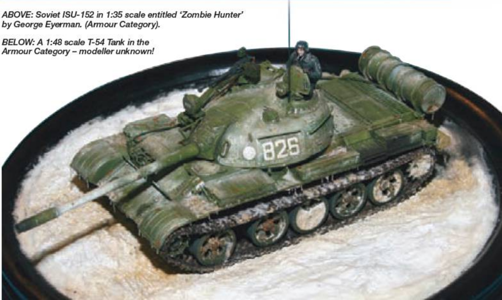
An Increase in Armour

Very unusual for an IPMS convention, armour and dioramas made up over 50% of the 380 odd entries. This could most likely be attributed to our aforementioned 'Partial Open System' of judging. Most IPMS



ABOVE: Soviet ISU-152 in 1:35 scale entitled 'Zombie Hunter' by George Eyerman. (Armour Category).

BELOW: A 1:48 scale T-54 Tank in the Armour Category – modeller unknown!



local chapters follow the lead of IPMS-USA in having 'First, Second and Third place' contests. LISMS, with two founding officers from AMPS, current LISMS president Howie Belkin, and myself, also served as the main writers for the AMPS rules and judging system, do things differently. Several years ago we tried to take the whole club down the dark slippery slope to the 'Open System' of judging. The Aircraft, Ship, and Car builders adamantly dissented!

The Simplified Open System

Not to be dissuaded, we split the competition with the judging of the Armour, Figure and Diorama Categories following a simplified 'open' system (SOS), where models are judged in place by teams of three judges with the room open, just like the aircraft and other categories. But instead of awarding First, Second and Third places, the models earn a Gold, Silver, or Bronze medal based on their own merits. So that there are no 'category splits' or hair-splitting, some heated discussions of elimination are needed. We hope to stick to this system and possibly add some kind of written feedback in the not too distant future.

We have convinced the Aircraft, Ship, and Car builders to award 'ties' whenever they have contestants that are virtually equal in every respect and only the toss of a coin or some ridiculous reason would have separated winners from losers. Our LISMS members have found 'ties' an acceptable way to handle that dilemma, as has our neighbouring IPMS-New Jersey club.

Who knows, maybe this SOS (Simplified Open System) Howie and I have developed will be adopted by even more US model clubs and save us from arbitrarily giving an award to one model and not the other, when in fact, all things are equal. ■

ABOVE: A 1:35 scale 'Tobruk Halftrack' by Joe Yeager. (Armour Category).

ABOVE: 'Eternity' – a 1:72 scale M4A1 entered by past Mil Mod contributor Mike Salzano into the Armour Category.

LEFT: PzKpfw IV Ausf H in 1:72 scale entered into the Armour Category by Tim Greeman.

BELOW: M2 Halftrack diorama in 1:35 scale entered by Military Modelling contributor Tony Fradkin in the Armour Category.

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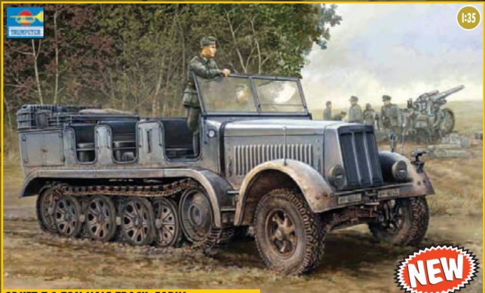

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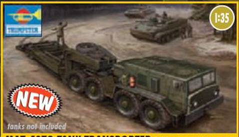
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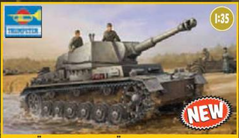

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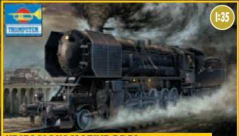

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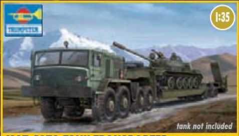
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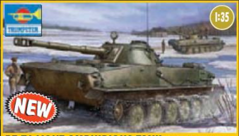

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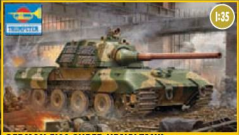

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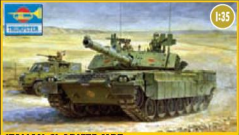

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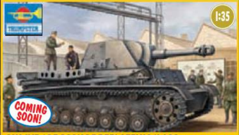
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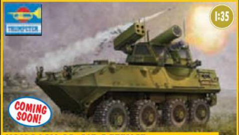
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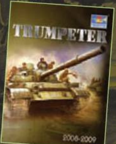
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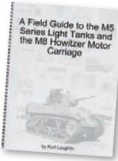

A Field Guide to the M5 Series Light Tanks and the M8 Howitzer Motor Carriage
by Kurt Laughlin

A Field Guide to the M5 Series Light Tanks and the M8 Howitzer Motor Carriage, Kurt Laughlin. Published by the author. Available from Formations Models, PO Box 424, Bolivar, TN 38008-0424. USA. Tel: (731) 658-1521. info@formationsmodels.com Price US$20

Modellers are an extremely literal group of people and more so than many others prefer to see a photo of an object in order to understand it and then replicate it in miniature. As such, they tend to purchase 'picture' books more than any other major source or reference, and it is unfortunately all too rare when one comes with an explanation of what the actual differences between different items are.

Kurt Laughlin is well known among modellers who participate in groups such as the Yahoo G104 Sherman group and Missing Lynx on the Internet, and is a serious student of the hows and wherefores of why American armoured vehicles look the way they do and what it means. After some teasing and 'put your money where your mouth is' challenges, he has now applied his talents to produce a modeller's guide to the American M5 series light tanks – the M5, M5A1 and the derivative M8 75mm howitzer motor carriage.

Doing this requires a lot of work, and few others have made such efforts over the years. The best known of those who have been published are Pete Harlem (the Modeller's Guide to the Sherman), Tom Jentz (*Panzertracts*) and Sergey Kirsanov (T-34 'Bottom to Top' series in Russian). As it is a major undertaking, Kurt has worked with some of the better-known modellers and historians on this project – Mike Canady, Joe DeMarco, Andre Flener, Mike Foncannon, Mike Haines and Steve Zaloga as well as other members of the Yahoo G104 group.

The book is presented in spiral-bound format, which is very useful for modelling as it permits the book to be opened flat on any specific page. While it is self-published using commercial reproduction sources, the photos are clear and details are easy to see as well as any extant markings.

The first 13 pages of the book describe the various sections of the vehicle, which changed, how they changed, and the specific reference data for each one. Like other nations, specifically Russia and Germany, the changes are denoted by drawings or blueprint numbers, which are cited in the text for each of the major differences. Also, where different manufacturers were involved, there is a chart at the end of the book which covers the specific initial production features for each manufacturer, which serial numbers were assigned, and what the corresponding registration numbers for the vehicles (the US 3xxxxxx numbers) in US Army service.

The core of the book is the photos and drawings of the three different major vehicle types and the differences in each one as they evolved in production. All of the photos are based on either archival materials or photos of existing vehicles in museums or private collections, and they back up the text.

As mentioned above, this guide is basically focused on the externals of the vehicles, as that is what the majority of modellers are really interested in and what they usually prefer to correct. Most of the coverage focuses on the M5 and M5A1, and only a few items cover the M8. As the M8 has an open turret and requires a lot more coverage of its interior due to its visibility in a model, this is probably a good compromise, as well as leaving the option for a 'sequel' on the table!

The photos show the differences in items, such as how the M5 turret differed from the late model M3/M3A1 turrets, how the M5A1 turret differed from the M3A3 turret, and the various changes which took place to common fittings such as the gun mantlets.

The book then moves on to the hull and its fittings, covering the different types of engine decks and attachments by one of three methods – elliptical head screws, surface hex screws, or countersunk hex screws. Coverage of the glacis and the six noted different styles used is also provided and backed up with drawings. Photos are then used to show each of the types and how it looked in service. There are no 1:35 scale plans provided, so some modellers may be disappointed.

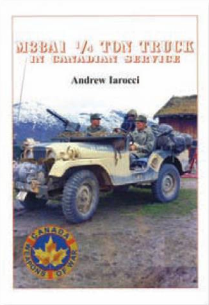
Early and late model tool and OVM stowage is covered, as well as the late-model hull stowage bin and the air deflectors added to cut down on dust kicked up by the tank when moving. The early and late towing hook arrangements (mostly used by the M8 HMC for towing an M8 ammunition trailer) are shown as well.

Finally the book shows the details of the suspension and the differences in the various types of wheels and details of the bogies and mounts. Tracks are not covered, but for the most part this is not a major problem, and many details of the three major track types – T16 rubber pad series, T55 rubber chevron and T36 three-bar cleat series can be seen in the photos.

Having got into a nasty argument with a 'supposed expert' on M5 series light tanks several years ago, I wish that this book had been available then. But now we have a nice new kit and the promise of more to follow! So most of the arguments would have been mooted, and this would have been the *coup de grâce* to the disagreements.

Overall, this looks to be a great book for anyone wanting to build the new AFV Club kit or just a lesson in how complex US armour production was during WWII. Thanks to the author for the review copy.

Cookie Sewell



M38A1 ¼ -Ton Truck in Canadian Service, Andrew Iarocci. Service Publications, PO Box 33071, Ottawa, Ontario, Canada K2C 3Y9 www.servicepub.com ISBN 978-1-894581-48-6 Price CDN$9.95

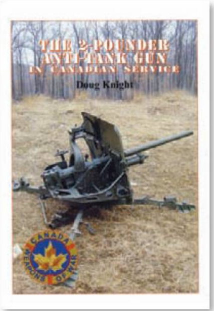
Although the M38 was produced to replace the wartime jeeps, it strongly resembled the older vehicles and it was to be M38A1 with its streamlined and rounded bodywork, which set the style for both military and civilian jeeps for many years. This was the type chosen for the Canadian requirement in the lightest vehicle class when they came to replace their wartime vehicle stocks and decided to standardize on types from American manufacturers already in service with the USA. Introduced into service in 1953 it remained in use until well into the 1980s and many were built in Canada as the M38A1CDN, though some later batches were imported from the USA.

They served in several different roles both at home, in Europe and on peacekeeping missions. Various types of radios were carried; there were ambulance versions, repair and support vehicles and even a few specially adapted for VIP transport. Some were armed with machine guns on simple mountings; others had a heavier punch with 106mm recoilless rifles or the French ENTAC antitank missile. All these versions as well as the minor differences and detail changes made over the years are described herein. Basic colour schemes and markings used during their long service are also covered.

This is book 20 in Canada' s Weapons of War series and as with all of these books, there are plenty of photos, this one having 21 black and white photos showing different variations in use and locations, on exercise and in service with UN forces plus the colour shot on the cover. Included are 1:35 scale plans that show the basic vehicle from front, back and overhead, a side view of an M38A1 fitted with canvas tilt and machine gun towing a trailer; another with the RCL and one carrying the missile launchers.

This is good source material for anyone wanting to model an M38A1 in Canadian service, the plans and photos will also be useful for those interested in these vehicles whoever the user. Thanks go to Clive Law for sending a copy for review.

Peter Brown



The 2-pounder Anti-Tank Gun in Canadian Service, Doug Knight. Service Publications, PO Box 33071, Ottawa, Ontario, Canada K2C 3Y9 www.servicepub.com ISBN 978-1-894581-36-3 Price CDN$9.95

The British 2-pounder had a chequered history. When first introduced just before WW2 it was an effective antitank weapon. However events in 1940 meant that it remained in use for too long before being replaced, during which time it had ceased to be adequate on the battlefield. Its usual carriage was complicated to build and both large and heavy for a relatively small gun, while it gave great all-round traverse it made the 2-pounder a heavy weapon to manhandle and difficult to conceal. Several attempts were made to improve its effectiveness with special ammunition and the Littlejohn attachment; however, in the end it was superseded when sufficient 6-pounder guns became available.

As the Canadian army at this period followed British practice they adopted the 2-pounder as their standard antitank gun. Originally intended to equip infantry units it was usually operated by specialised artillery regiments. Orders for guns for both Canadian and British use had been placed at the outbreak of the War, however it was to be well into 1941 before they became available. The first Canadian units to come to the UK used British guns for training though Canadian guns were widely used at home. Although by the time Canadian antitank units landed in Sicily they had been re-equipped with 6-pounder guns, a few 2-pounders were issued for use in Italy in late 1944 and their effect makes interesting reading.

This is 21 in the Canadian Weapons of War series and a good account of an often much maligned gun. As well as following Canadian production and service including details of changes in guns and carriages, attempts at producing self-propelled versions on Carriers and Lynx Scout Car chassis and the different high-velocity guns are also covered. Photos are well chosen, there are several clear views of standard guns and carriages 'in action' including a very useful sequence showing a gun being brought into action after being towed into place as well as others of special and development guns. Modellers will find the 1:35 scale plans very helpful; these depict the most widely used version in in-action and towed configurations, guns on later 6-pounder style carriages and even special versions.

With so little in print on the 2-pounder, this book will be welcomed generally as it fills a long-standing gap. It gives background information on Canadian use as well as providing great photos and plans for anyone wanting to model 2-pounder guns in use with other forces. Thanks to Clive Law for sending the review sample.

Peter Brown

Fotos From the Panzertruppen, The EarlyYears, Lee Archer and William Auerbach. Panzerwrecks, PO Box 164 Heathfield, Sussex TN21 8WA. ukpanzerwrecks@btinternet.com ISBN 978-0-9555940-2-1 Price £11.99

The latest book from Lee Archer and William Auerbach is a slight departure from the norm, in that it's not all about wrecked panzers, but complete ones, and all the more interesting because it centres around the early period in the history of the panzers. There are loads of photos on late war panzers and *panzertruppen*, but nowhere near as much on the early war stuff. The majority of photos that are in 'The Early Years' were taken by and have come from German soldiers.

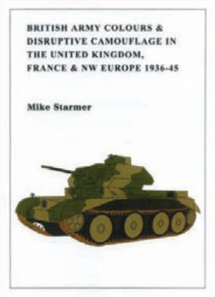
The approach is a logical *PzKpfw I* through the early versions of *PzKpfw II, PzKpfw III* and *PzKpfw IV*, and includes the *PzKpfw 38(t)*, the Czech Type 38 tank that the Germans admired and took into their service for the Battle of France. The photos are arranged generally one image to a page, the majority of them work out at 260mm x 170mm, printed on good quality art stock and with detailed and informed captions. There are one or two 'wrecks' to be seen therein, mainly proof that enemy tank and antitank guns could penetrate the early panzers without much difficulty – even the 25mm cannon on the Panhard 178 stopped a *PzKpfw 38(t)* with 15 rounds is shown in a couple of photos. Some panzers are shown with the first bolted on spaced armour plates to be fitted, when the Germans were quick to realize that some spaced armour was needed on their tanks, and did something about it very quickly.

Definitely a good modeller's picture book and highly recommended – there are some rare sites inside and you couldn't buy the equivalent amount of 77 photographs for a penny under £12 in the UK. Its available from good bookshops or direct from the 'Panzerwrecks'

Website: http://www.panzerwrecks.com

Ken Jones

PANZERTRUPPEN



British Army Colours and Disruptive Camouflage in the United Kingdom, France and N.W. Europe, 1936-1945, Mike Starmer. Published by the author, 18 Hillside Road, Piddington, Northants, NN7 2DB. michael_starmer@hotmail.com Price £12

This is another new edition of one of Mike Starmer's excellent series on British Army vehicle colour schemes during The Second World War. As with the ' Caunter Scheme' title reviewed in 'On Parade' *MM* Vol.38 No.4, it is produced by the author in spiral bound form, but in a new style with laminated covers. As such it may not appear impressive, but that is a classic case of not judging a book by its cover, as inside it contains a mass of well-researched and well-presented material, which any serious modeller of British vehicles should have to hand before reaching for the paint.

Its title describes it well. Beginning with the colour scheme in use in the late 1930s it deals with each of the changes in colours and application used in the areas described. To summarize, the initial change was from peacetime gloss finish to matt along with the introduction of a system of disruptive painting over the basic factory applied colour. Then came a change of colours forced by shortages of materials, and finally a bow to the inevitable when a single colour was adopted similar to American Olive Drab. All is followed chronologically, with the original orders and instructions introducing each scheme included for completeness. To finish off a set of 10 real paint colour chips is included with mixing instructions keyed to widely-available model paints, extra notes on the early-war RAF blue-grey scheme as well as how to deal with canvas covers on lorries and gas detector paint.

Simply stating this outline does not do the whole justice. As well as describing the different schemes, the author also tells how other books have given a false impression or used inaccurate terms to describe colours or camouflage schemes, some of which have become widely if incorrectly used. But whereas other books have relied on generalisations, here the original sources have been used with all-important matters such as when the changes took place. Any ideas that whatever paints were available were applied, however those using them wanted at the time, is dispelled.

As this is a new, revised and updated edition, anyone who has one of the earlier versions will want to know what is changed. The new edition is slightly thicker at just over 50 pages, 40 of them numbered with another eight of illustrations including reproductions of extracts from two original Military Training Pamphlets on camouflage, the No 20 'Disruptive Painting of Vehicles' of 1939 and No 46 Part 4a 'Painting of Mechanical Transport' from 1941 plus three colour pages which are reproductions of original posters from 1943 showing the correct way to paint and mark typical vehicles. This compares with the first edition of 2005, which had 31 pages plus seven of illustrations, none of them in colour. A revised mix for the basic early-war G3 shade is provided. More information which has been found since the first book is included throughout, with more original orders as well as other details such as some temporary recognition markings. While vehicle markings are a wider matter and have no place here in any detail, basic items such as the early white AFV recognition marking, the later red-white-red flash and the five-point Allied star are covered.

Those who don't have this book will find it well worth adding to their reference library, though anyone who already has it may hesitate, yet would find a fair amount of extra information contained within this updated edition.

The book can be bought from Bull Models at shows, White Ensign Models or Aviation and Military Books either at shows and mail order, copies can also be obtained direct from the author at 18 Hillside Road, Piddington, Northants, NN7 2DB Price including postage within the UK is £12 with overseas orders at £13. Cheques or postal orders should made out to M.W. Starmer. Write with an SAE or IRC first or email on michael_starmer@hotmail.com for more details. The other books in this series are also available at the same prices if you do not already have them.

Peter Brown

Panzer Tracts No.15-1, leichter Schützenpanzerwagen (Sd.Kfz.250) Ausf. A & B, History of Production, Variants, Organization, and Employment in Action from 1941 to 1945, created by Thomas L. Jentz and Hilary Louis Doyle. Panzer Tracts, P.O. Box 334, Boyds, MD 20841, USA, www.panzertracts.com ISBN 0-9815382-0-7 Price US$27.95

The first surprise here is to discover that the well-known *Alt* and *Neu* designations for the *SdKfz 250* two body styles are inaccurate, having been coined post war before the true designations were known. Then comes another surprise – there were three variations of the *Ausf A* body: a short O-series recognizable by the higher positions of the vision ports, the *Panzeraufbau 250E* that is the main production type we all know, and the *Panzeraufbau 250Z* produced by Boehler with a similar body to their *SdKfz 253*, but lacking the roof of that vehicle. There may have been as many as 400 of this type, recognizable by the two-slit vision port covers for the driver and co-driver and the presence of a vision port in the rear door as well as by their different front and rear body shapes - Rommel's famous *SdKfz 250/5 Grief* was one of them.

This book gives a lot more than this, of course. It begins with the development of the basic vehicle, then gives a technical description followed by the production history and statistics. Next come notes on the modifications made during production, including of course the change to the simplified body of the Ausf. B. There are more surprises here, such as the existence of several versions of the long stowage bin on the port side of the Ausf. A. After this there are separate chapters on each variant: the basic 250/1, 250/2 telephone vehicle, 250/3 radio vehicle, the very rare 250/4 air defence vehicle with twin MG34s in a *Zwillingsockel* mount, 250/5 observation vehicle, 250/6 ammunition supply vehicle, 250/7 mortar carrier, 250/8 with short 7.5cm gun, 250/9 with turret-mounted 2 cm, 250/10 with 3.7 cm *PaK,* 250/11 with *2.8 cm s.Pz.B.41,* and 250/12 sound and flash ranging vehicle. All of this takes us up to page 64, the next 8 pages providing details of unit organisations, strength reports and known issues to units. The remainder of the book is taken up with experience reports and with a detailed combat report taken from the diary of *Leutnant* Wm. Von Senger und Etterlin who led a platoon in 24 Panzer Division and whose name will be recognized by all students of German armour.

All of this information is accompanied as usual by well-chosen photographs with detailed captions and by no fewer than thirteen 1:35 scale plans, plus a separate one showing details of the three types of armoured under body used.

This book is nothing short of essential for anyone modelling any *SdKfz 250* variant, containing as it does all the information needed to distinguish exactly which body type is shown by a particular reference photograph and to modify a kit accordingly. Very highly recommended.

John Prigent

$27.95
PANZER TRACTS No.15-1
leichter Schuetzenpanzerwagen
(Sd.Kfz.250) Ausf.A & B
History of Production, Variants, Organization, and Employment in Action from 1941 to 1945
Created by Thomas L. Jentz and Hilary Louis Doyle
$19.95
PANZER TRACTS No.19-2
Beute-Panzerkampfwagen
British, American, Russian, and Italian Tanks Captured from 1940 to 1945
Created by Thomas L. Jentz and Werner Regenberg

Panzer Tracts No.19-2, Beute-Panzerkampfwagen, British, American, Russian, and Italian Tanks Captured from 1940 to 1945, created by Thomas L. Jentz and Werner Regenberg, Panzer Tracts, P.O. Box 334, Boyds, MD 20841, USA, www.panzertracts.com ISBN 0-9815382-1-5 Price US$19.95

Here Tom Jentz is joined by Werner Regenberg, who has been researching the Beute-Panzers for over 30 years, and the result is an outstanding reference work. The first chapter is about British and US tanks captured and put into German service and is divided into geographic sections according to where they were captured: France 1940, Greece and Crete 1941, Libya 1941, Libya/Egypt 1942, France 1942/43, Italy 1943/44. Eastern Front 1944/45, Northwest Europe 1944/45, and Homeland Defence 1945. Most of the BEF's tank losses in France were not re-used, only a few being sent for testing and one unit having nine A13s which it lost during the first weeks of Operation *Barbarossa,* while the Matildas captured on Crete were taken into local service though the tanks captured in Greece seem to have simply been scrapped. The tanks captured in North Africa were used in larger numbers, some even being attached to Rommel's Headquarters, and some fascinating experience reports about them are in this section.

Next is a long chapter about the use of captured Russian tanks, again with experience reports which throw an interesting light on the reasons for early Soviet tank losses by their records of breakdowns and their comments on Russian tank engineering. Reliability seems to have increased later in the war, but in 1943 it was still necessary to provide special incentives for units which recovered Russian tanks in usable or repairable conditions and handed them over instead of simply looting them for interesting items and abandoning them to rust. For an operational T-34 anti-tank guns were allocated, and for a non-operational one or for an engine, transmission, gun, radio etc there was a special distribution of alcohol – no doubt much appreciated by the troops!

The final chapter deals with Italian tanks taken over after the Italian surrender, and with those built for the Germans in their occupied zone, again including experience reports. All three chapters are packed with information, user unit details, strength reports, and clear photographs which will give modellers some interesting ideas. For instance there's a good view of an A13 with *Flammpanzer* unit markings, and several T-34s and a KV-2 are shown with German modifications including commanders' cupolas. There are no plans in this book, and though SU-85s and the Italian *Semoventes* appear there's no mention that I can find of captured SU-76s or SU-100s.

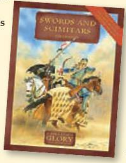
Recommended, especially to modellers looking for non-standard markings.

John Prigent

Stuart Asquith's round up of some recent releases from Osprey. Take a look at Osprey on line at www.ospreypublishing.com.

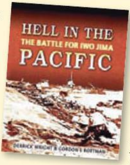
All Osprey titles are available from Osprey Direct, PO Box 140, Wellingborough, Northamptonshire NN8 2FA.
Tel: 01933 443863, Fax: 01933 443849.
E-mail: info@ospreydirect.co.uk

***Swords and Scimitars: Field of Glory Crusades Lists* (Fields of Glory 4), Richard Bodley-Scott. ISBN: 1-84603-347-0. Price £12.99.**



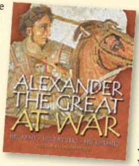
This title is the fourth supplement to the *Field of Glory* rules and deals with Christian and Muslim forces involved in the Crusades. The work covers conflicts such Saladin's victory at Hattin, the siege of Jerusalem and Richard the Lionheart's Third Crusade. The 18 army lists provided include Komnenan Byzantine, Seljuq Turk, Cuman, Lusignan Cypriot and Mamluk Egyptian. A copy of the main rules *Field of Glory* is required before this publication can be fully utilized. The text is supported by maps and full-colour artwork or photographs of figures.

***Hell in the Pacific: The Battle for Iwo Jima* (Hardback), Derrick Wright and Gordon Rottman. ISBN: 1-84603-335-7. Price £20.**



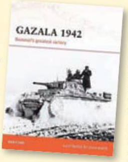
The battle of Iwo Jima, February/March 1945, saw some 100,000 men fighting over a volcanic island of just eight square miles. The island however was of major strategic importance to both the Americans and the Japanese and the fighting lasted for 36 days. This book covers the campaign and also the experiences of the men who took part in the titanic struggle. This new hardback contains material previously published in Campaign 81: *Iwo Jima 1945*, Warrior 95: *Japanese Infantryman 1937-45* and Warrior 112: *US Rifleman 1939-45 Pacific Theater* (*sic*).

***Alexander the Great at War* (Hardback) Edited by Ruth Sheppard. ISBN: 1-84603-328-4. Price £20.**



When Alexander the Great overcame the Persian Empire, he led his Greek and Macedonian army across deserts, plains and forests to become master of the known world. This fully illustrated hardback book covers Alexander's campaigns, the development of his army and the forces he defeated. This new title contains material previously published in Warrior 27 and 103; Elite 7, 42, 66 and 121; Men-at-Arms 69, 137, 148, 360 and 373, Essential Histories 26 and 36; Fortress 40; Campaign 7 and 182; New Vanguard 78, 89 and 132.

***Gazala 1942* (Campaign 196), Ken Ford. ISBN: 1-84603-264-4. Price £14.99.**



Following a lull in the desert war, Rommel suddenly attacked British fortifications with an assault on the northern sector of the British line near Gazala. Pinning down the British in the north and outflanking the French forces, Rommel succeeded in encircling the main British positions, trapping them in what became known as 'the Cauldron'. The author provides a study of Rommel's campaign and looks at the movements of both sides. However, some of the photo captions are misleading, incorrectly identifying types of vehicles and equipment.

***Victory vs Redoubtable: Ships of the line at Trafalgar 1805* (Duel 9), Gregory Fremont-Barnes. ISBN: 1-84603-134-6. Price £12.99.**

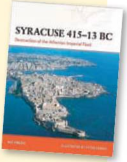
On 21st October 1805 the British and combined French and Spanish fleets clashed off Cape Trafalgar on the Spanish coast in a fiercely fought engagement. In this new title, the author seeks to provide accounts of the seamen who took part in the action and how the ships' guns were operated, as well as the design and development of the ships of the line. Also, the tactics used by Nelson to secure a victory that both saved Great Britain from the threat of invasion and ensured her naval dominance for more than a century.

***M3 Medium Tank vs Panzer III: Kasserine Pass 1943* (Duel 10), Gordon Rottman. ISBN: 1-84603-261-X. Price £12.99.**

M3 MEDIUM TANK VS PANZER III
Kasserine Pass 1943

This book charts the design and development of two disparate rivals the untested M3 Grant and the German *PzKpfw III*, their differing armament and armour, as well as their tactical concepts. Looking at the strengths and weaknesses of these two opponents, the author examines the successes and failures of both armoured vehicles as they clashed in the critical WW2 battles in Tunisia.

***Syracuse 415-413BC: The Destruction of the Athenian Imperial Fleet* (Campaign 195), Nic Fields. ISBN: 1-84603-258-X. Price £14.99.**



In the midsummer of 415BC the Athenians launched a pre-emptive attack on Syracuse, which they suspected of providing the hostile Peloponnesian League with supplies. The possession of Syracuse (Sicily) would also allow the Athenians to dominate the Mediterranean. The author looks at the subsequent campaign which involved Athens sending two huge armadas and some 60,000 men over 1,100 km to fight for two years against the only other democracy in the Greek world.

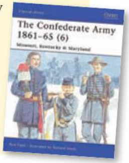
***The Forts of Judaea 168BC-AD73: From the Maccabees to the Fall of Masada* (Fortress 65), Samuel Rocca. ISBN: 1-84603-171-0. Price £11.99.**

This book analyses the fortifications of Hasmonaean and Herodian Judaea from the middle of the second century BC when the Maccabees rebelled against their Seleucid overlords and established an independent state, to the end of the Jewish Roman War in AD73.

***The Forts of New France in Northeast America 1600-1763* (Fortress 75), René Chartrand. ISBN: 1-84603-255-5. Price £11.99.**

'New France' consisted of an area in North America colonized and ruled by France in the 17th and 18th centuries. This title looks at the extensive chain of forts the French built to guard their frontier in the American north east. The forts were of two types, the major stone constructions and other works constructed from wood and earth, all of which varied considerably in style. The well-respected author examines the different types of fought built by the French, the technology involved and their impact on the British colonies and Indian tribes. This work, the first of a two part series, is the companion of *Fortress 27: French Fortresses in North America 1535-1763* and concentrates on the forts situated on Atlantic coast and river valleys.

***The Confederate Army 1861-65 (6)* (Men-at-Arms 446) by Ron Field. ISBN: 1-84603-188-5. Price £9.99.**


The Confederate Army 1861–65 (6)
Missouri, Kentucky & Maryland

The Confederate army of the American Civil War fielded many units of volunteers who had their own uniforms; the regulation patterns prescribed by the Confederate army were only ever followed unevenly. This last in a series of six titles studies the archival and pictorial evidence for the infantry, cavalry and artillery uniforms of the final states to secede from the Union – Missouri, Kentucky and Maryland.

Small Scale Scene

● **E-mail:** robin@rbuckland.freeserve.co.uk ● **Website:** www. rbuckland.freeserve.co.uk

A monthly column for military vehicle modellers compiled by ROBIN BUCKLAND

W↑D Models

Just as an initial release, there are six new figure sets from W↑D Models, run by Barry Williams, a new manufacturer based in Wales and specialising in equipment from WW1. This month I'll just mention the first three sets. Set 1 has two figures, of a 'Light Railway Crew', cast in white metal; detail is nice and crisp and both wear peaked caps. One figure is cast complete, with hands on hips, while the other has separate arms to be fitted to the body. In a plain uniform, these are simple, yet delightfully done. Set 2 is a three-figure set of 'Light Railway Gunners', and two of the three figures leaves you a choice of heads (with helmets or caps), and all three have puttees on their legs as part of the uniform. Then for Set 3, another three-figure set, again for Gunners, and again with a choice of heads and headgear. The quality of the casting is excellent, and the general proportions of the bodies and the detail in the uniforms, is good. Tony Boustead, a well-known small-scale figure designer, sculpted them all and I think these are among his best to date. Figures as good as this, for the WW1 period, are few and far between, so this is good news. More news about W↑D Models next time. W↑D Models are at, Pen-y-Bryn, 2, Penrhos Drive, Bangor, Gwynedd, Wales LL57 2AZ.

Revell

I'm pleased to be able to include a couple of new releases from Revell this month and first up is their 1:72 scale HMMWV (High Mobility Military Wheeled Vehicle), better known simply as the Hummer or Humvee. This is the second variation on their Hummer, and once again it includes two complete vehicles, so clearly that makes it good value for money for any modeller. One is for the standard M996 TOW (Tube launched, Optically tracked, Wire guided) antitank missile launcher on the most common body shape see on the Hummer, while the second is my favourite, the M997 Maxi Ambulance. With a higher, box body the ambulance stands out amongst other variants, and I believe there are command vehicles that use a very similar basic body shape. The extensive instruction sheet is well laid out, and the sections clearly identify the assembly stages for the two different versions throughout the construction sequence. As ever with Revell, the quality of the moulding and presentation is first class, and all parts fit together very well indeed.

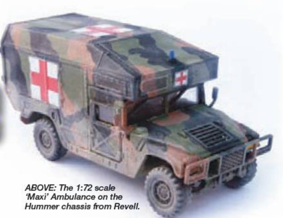
Another point of detail that I really like it that the camouflage and markings illustrations include front, back, top and both sides of each vehicle and with the multi-colour camouflage schemes used on the Hummer, this is especially important. Too often over the years you are given plans that may show front back and top, but then only one side view, and you are left guessing what the pattern on the other side is meant to look like. In this instance you get all the information you need.

LEFT: New figure sets from W↑D Models, from Barry Williams, a new manufacturer based in Wales who specializes in equipment from WW1. This is Set 1 'Light Railway Crew'.

ABOVE: W↑D Models' figures are cast in white metal with apparently a choice of heads – service cap or steel helmet.

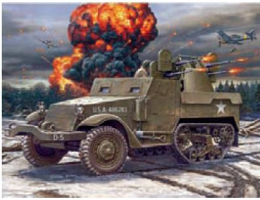
Is there anything I didn't like about it? Well, there are a couple of minor points that I wish had been improved, the most important being the tyre tread on the wheels. One of the characteristic features of the Hummer is the chunky tyre tread used and this is well-illustrated on the neat box art, but the kit wheels fail to capture it. I suspect it may be something difficult to do in the injection moulding process, as this was exactly the same in the first kit Revell did. Glazing is provided in the form of clear plastic sheet, which you need to cut out using templates given in the instructions. After years of having kits that didn't even do that, this is a good way to go.

However, naturally there is the urge to do a comparison with the various kits that Dragon has done. Their tyres use their Dragon Styrene, which does have the chunky tyre treads, but they are not easy to get over the rims. They also chose to do glazing by moulding the parts in clear plastic, which works well. The chassis on the Revell kit needs to be put together from parts, rather than the one-piece item that Dragon use. On the other hand, it was the original inclusion of two vehicles by Revell that I suspect influenced Dragon to do the same, and now we have a 1:72 scale Maxi Ambulance, which is the one I have been waiting for, and Revell have done it very well. The TOW launcher is pretty much the basic Hummer as in the first kit, but with the different armament. The only thing that I'd check out the resin accessory market for, are replacement wheels with an improved tyre tread. They are certainly done by MIG Productions, and I think there is another manufacturer, but one I've never seen and whose name escapes me.

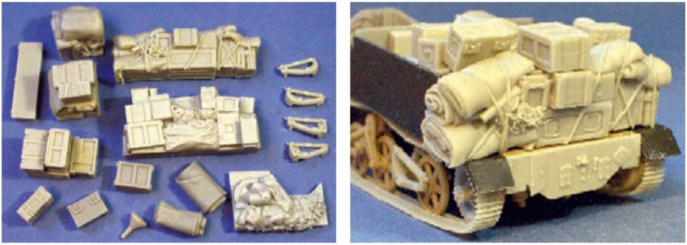


ABOVE: The 1:72 scale 'Maxi' Ambulance on the Hummer chassis from Revell.

BELOW: Box art for Revell's (re-issued former Matchbox) 1:76 scale US M16 halftrack with a quad .50cal Maxson turret.



Concurrently, but in 1:76 scale, Revell continue to re-release the old Matchbox range. One of the latest is the M16 US halftrack, mounting the quad .50 cal AA unit. These Matchbox kits were first released in the 1970s, and I think it is important to remember that, as the technology of today now allows for so much more in kit production, compared with over 30 years ago. This is the original kit, including the small scenic diorama base that featured in all Matchbox armour kits, which in itself is ideal, as it offers great encouragement for youngsters to create their own little scene, and all from the box. When first released I recall debate about the size, as it was compared to the old Airfix M3 half track, which itself is over scale, hence the discrepancy with the M16, which is decidedly smaller when put alongside, but actually closer to being correct for 1:76 scale. Like so many things, while they are in front of you, you can grow accustomed to them being there, but I remember my disappointment when Matchbox shut down, and we lost a number of fine kits from the market. Their jeep and Morris, the *Char B* and Renault, the LRDG set, Krupp *Boxer Kfz 69*, Hanomag and of course the M16 among many others became quite rare. I am really pleased therefore to see Revell steadily re-releasing these excellent little model kits. They are priced a little below the latest Revell releases, and this in turn should help encourage newcomers and younger modellers to have a go. Pleasing to say that the M16 is back in the shops now. Thanks to Revell UK for these examples.



ABOVE: Cast resin rear end stowage items for Tamiya's 1:35 scale Universal Carrier kit from Resicast. BELOW: Resicast's conversion for Tamiya's Universal Carrier – replacement track with the correct pitch and number of teeth, plus extended sides for deep wading.

Matador Models

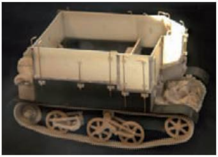
A couple of Matador Models' recent releases are actually re-releases from the old Small Scale Productions range by SMA that Matador took on last year. The first is a simple little conversion of the old Airfix Bren Carrier, in order to make the Wasp flamethrower variant. There are a couple of different versions of the Wasp available in the range, and the one I have is the Mark II. There are two fuel tanks and the compressed air cylinders to go in the fighting compartment, along with the flame projector itself that occupies the same space for the Bren LMG mounting and this set also includes two half figures for the crew. With just a dozen small cast white metal parts this is not a complicated conversion on the basic Airfix kit.

Also released is a complete kit for the American Ontos, an unusual looking vehicle mounting six 106mm recoilless rifles that was used by the US Marines in Vietnam. The hull is a cast resin piece, while the track units, the mountings and the rifles themselves are all cast in white metal. It is quite a small, and certainly very unusual looking machine, but an important addition if you like to collect the equipment used in Vietnam. Once again, it is a re-release of one of the older kits by Small Scale Productions. Matador Models are at 6 Cliffe Road, Barton-on-Sea, New Milton, Hants BH25 7BP.

Resicast

Some readers may remember I built up some 1:35 scale Universal Carrier conversions by Resicast that featured in the magazine a few years ago. Well, along with some additional bits and pieces, there's news this month that not only have they re-released these along with some improvements, but added some new accessory sets as well. First there is a small set comprising cast resin drive sprockets and track for the basic Tamiya kit. The small links used in the carrier track were not one of Tamiya's finest efforts, and I remember seeing the individual links offered by Model Kasten, which are superb, but each individual link is really tiny. I'm honest enough to admit that I just couldn't face the task of working with them, however fine they are they required the patience of a saint! Resin offers an excellent solution, cast in lengths to fit round the running gear. There's also a stowage set for the carrier, which contains parts to fit out two models, and a stack of stowage on the back of a carrier was a common sight in the NW European campaign, along with the 'nose up' attitude of the carrier thanks to the all that extra weight on the back.

The set from Resicast not only includes two different stowage arrangements to fit on the back, along with some additional parts to help fill the crew compartment, but it also has replacement sets for the rear suspension, to give you that back heavy 'sit' for the loaded carrier. The thought behind that is good, and these enable you to do two fairly quick and easy conversions that look that bit different.



For modellers seeking further references there are examples of the Nebelwerfer launch crates in museums, and some are displayed in both Normandy and at the Batterie Todt, out on Cap Gris Nez.

The only thing to be aware of, as I think you could be misled by the box-top illustration, is that the replacement track and one or two other bits seen in the photo are not included in the box. The illustration has clearly been taken from a kit fitted with their track and body update set, plus the extra stowage. So what you do get is the stowage and the rear suspension arms, but not the track. You'll need to get that separately or make do with the original track from the kit itself. The other revised conversion is for the Wading Carrier (one of the versions I built), with the heightened superstructure that allowed the carriers to wade ashore in Normandy. Photos of these with just the front panel removed, and stacked high with kit are some of the most characteristic pictures from the Invasion. This is again a relatively easy conversion, and I would recommend these sets to anyone new to trying their hand at resin conversions, as the quality of the kits is excellent, and it is essentially adding parts to the basic kit rather than needing to cut them about. Thanks to Resicast for these examples and there will be more to come from them next time. Resicast are at 517 Vieux Chemin de Binche, 7000 Mons, Belgium. See also their Website at www.resicast.com

Dragon Models Ltd

I suppose a month can't go by without mentioning new releases from Dragon, a fact for which I believe we should be thankful. Another variant of the *SdKfz 251 Ausf D* is out, with the large, side mounted *Nebelwerfer* launch crates. This one has etched brass to create the metal launch crates, and has the insert rails for the smaller 28cm rockets. The

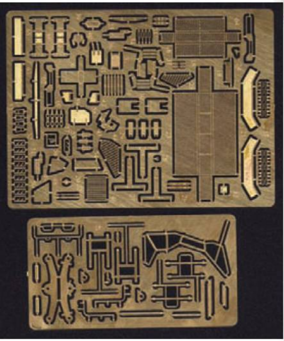
1/72
Sd.Kfz.251/2 Ausf.D
mit 28cm Rocket and Steel Frame Crates
DRAGON

Dragon Models' 1:72 scale SdKfz 251/2 Ausf D kit has photo etched brass Nebelwerfer crates.

Gramodels 1:76 scale LVT 2.

etched metal is very fine, and very well thought through. However, I think it is fair to say that this is one I think you need some experience of working with etched brass to get the best from it, hence not for beginners I fear. The basic vehicle kit we have of course seen before, and it is simply excellent in my view. If you need some references there are examples of the launch crates in museums, and I've seen them on display in both Normandy and at the *Batterie Todt*, out on Cap Gris Nez. The photo-etched brass is good quality, but the parts are very fine, and fitting the inner rails in particular requires a good deal of care. The end result will be super of course, but this is an example that shows that Dragon are aiming these models very much towards the adult collectors and modellers.

A kit of the Red Army M4A2 Sherman with the later T23 turret with 76mm gun, along with steel cleat tracks is also available and another Sherman variant now added to Dragon's range. With a recent announcement of another Sherman on the way, in company with an LCM3 and the Sherman equipped with wading trunking, both the Sherman and the *SdKfz 251* (when will they make a start on the 250 I wonder?) are well and truly 'getting the treatment'. Great stuff I say! These kits are in the shops now My thanks to Dragon for the review samples. The Hobby Company is the UK importer.



Eduard's 1:72 scale photo-etched bar armour for Revell's Challenger 1 kit.

Gramodels

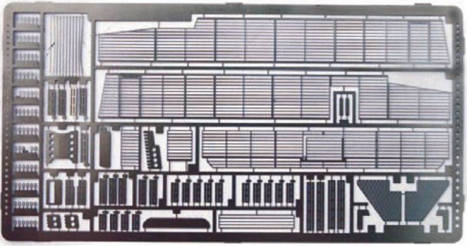
Gramodels, one of the earliest producers of resin models, has a 1:76 scale LVT 2 model in their range that had escaped my notice until recently. Cast in a white polyurethane resin, it has the main hull, plus the two track units, the two vane units, one interior piece, and the .50 cal and .30 cal machine guns. It's quick and easy to assemble, and the castings are easy to clean up and it looks very good once you've got it together. As usual, I'd suggest a coat of primer before you paint it, but it's another good excuse to have a go with that set of Olive Drab paints from Lifecolor that I mentioned last time. With no ramp, and the central load compartment, it has a very different look to the later ramped version of the Buffalo that Airfix first did all those years ago. It's nicely detailed and will do well if you load it up with troops or cargo. Gramodels are at 18 Lower Tail, Carpenders Park, Watford WD1 5DD. www.gramodels.co.uk

Milicast

Resin tank kits naturally feature resin gun barrels, often with cast in metal reinforcement to keep them straight. These are not bad these days, but there is always room for improvement and I am pleased to say that Milicast have gone to the trouble of having some turned brass gun barrels made for them by Schatton Modelbau in Germany, I believe. These are available individually, rather than just being included as standard in Milicast kits where they would also add to the cost of the kit. These are really superb and the three new ones are for the 17pdr Sherman Firefly, Churchill 75mm and the standard Sherman 75mm. The muzzle brakes on the Firefly and Churchill barrels are just exquisite and well worth the extra cost I think, and well worth checking out. Milicast are at 9 Rannoch Street, Battlefield, Glasgow, Scotland G44 4DT.

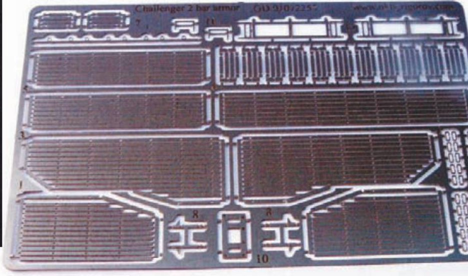
Eduard

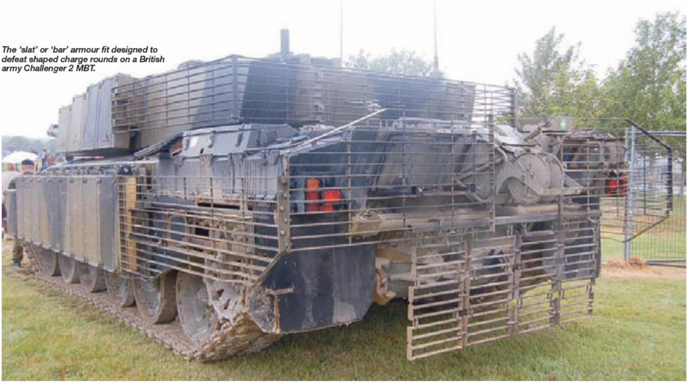
The 1:72 scale M26 Dragon Wagon was a welcome release from Academy (I am still wondering how they will follow that?) and for it Eduard have released two new sets to



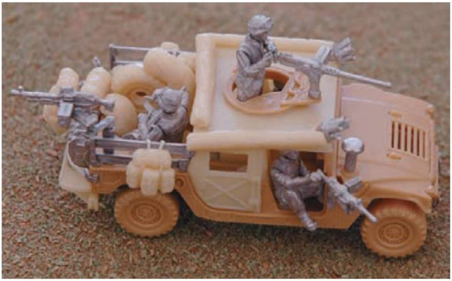
ABOVE: OKB Grigorov photo-etched metal accessories; this is bar armour for the US Stryker.

BELOW: OKB Grigorov photo-etched detail set for Challenger 2 bar armour.





The 'slat' or 'bar' armour fit designed to defeat shaped charge rounds on a British army Challenger 2 MBT.



CMSC has released a conversion kit based on the original Revell Hummer kit allowing the creation of one of the Special Forces variants using a mix of cast resin and white metal parts. It uses the basic shell of the Hummer, but adds a new upper cab and open back end.

add/replace details. One set is for the cab/tractor unit, while the other is for the trailer. Both are extensive sets of etched brass, along with their wheel masks to make painting all those tyres that bit easier. There is a lot to these sets, so I'll examine them in more detail for next time. Check out the Eduard Website at www.eduard.cz where you can find details of all their products and you can order them direct. Naturally there are a number of Eduard stockists here in the UK and elsewhere worldwide. My thanks to Eduard for these examples.

OKB Grigorov

More news from OKB Grigorov and samples of their 1:72 scale photo-etched metal details sets for Revell's Challenger 1, and Dragon Model's Challenger 2. The Challenger 1 is the larger of the sets, with two metal frets. The main items I'd pick out are the mesh stowage bins for front and side of the turret, and the jerrycan holders for the rear plate on the hull. There are replacement machine gun ammunition boxes for the top of the turret, added to which are the tiny handles for the engine deck sections, door for the sight optics and the little frames with windscreen wipers for the vision blocks, slatted exhaust vents, smoke grenade launcher mounts and assorted other smaller details. Overall a very useful set that can really add some fine extra detailing to a kit I was happy with in the first place.

Their second set has replacement bar armour for Dragon's kit of the Challenger 2. The Dragon base kit has etched brass parts, though it doesn't quite illustrate the depth of the individual slats themselves, but this set does, as you have to carefully fold down each bar to the horizontal. It needs some care and patience, but the end result will be an even closer representation of the actual thing. For more details of this extensive range, have a look at www.okbgrigorov.com

CMSC

I thought we'd close this time by returning to the topic of the Revell Hummer as CMSC have released a conversion kit based on the original kit allowing you to create one of the Special Forces variants of it as used in Iraq in particular. A mix of resin and cast metal parts, it uses the basic shell of the Hummer, but adds a new upper cab and open back end. Also on the back is an additional stowage shelf, along with jerrycans and tarpaulin rolls to load it up. The quality of both the cast resin and metal parts is very good, and a set of assembly instructions is provided. You have a choice of two other new sets to accompany it, as there are two sets of cast metal crew figures, one for standard US Infantry crew (three figures) and another for US Special Forces (four figures). Detail in the uniforms and equipment is good, as is the basic proportion of the anatomy. Heads and arms are all separate parts, and a .50 cal mounting is also included. This will allow you to model a well loaded and crewed Hummer, which none of the basic Revell or Dragon kits enable you to do. CMSC kits are available direct from them at CMSC, 36 Gray Gardens, Romford, Essex RM13 7NH, or if you want to order via the Internet, then only through PDI Model Supplies, 26 Treborough, North Furzton, Milton Keynes, Bucks MK4 1LR. Tel: 01908 505988 PSmith6328@aol.com

Publications

The most recent issue of *Boresight* has a report from their AMPS East 2007 show, held in Connecticut, where it seems some neat models were on show and a number of helpful demonstrations and seminars. This also leads to the transcription of an interview with their guest, Wolfgang Kloth, an ex-Panzer man. Other than that, all the rest are this time devoted to reference features on the real thing, featuring the M18; the story behind *Schurtzen*; an M46 Patton and the Renault UE carrier. All are useful features, and include a number of clear and helpful photos. *Boresight* is the magazine of the Armor Modelling and Preservation Society, PO Box 374, Weare, NH 03281-0374, USA. ■

Atten-Shun!

The Product Review Column

● The Editor welcomes product samples for review. Unless a prior arrangement has been made with the Editor review samples WILL NOT be returned.

All product samples intended for review in the 'Atten-Shun!' column should be sent to:

The Editor
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Military Modelling
PO Box 6017
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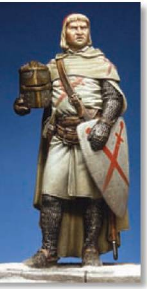
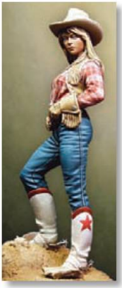
● Tel/fax: 01525 370389
● E-mail: ken.jones@magicalia.com

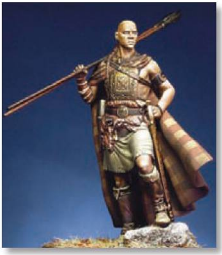




Pegaso

As far as I am concerned, Pegaso, the Italian manufacturer, has been a bit quiet of late as nothing appeared for review for some time. However, just like the proverbial London buses, suddenly a whole slew of figures and kits arrived that included 54mm and 75mm figure kits, busts, a Pegaso 'Object', and even a new kit from their Platoon offshoot. Wow, 'my cup runneth over!' So here goes…

Beginning with the 54mm kits, first on the table is No.54-235, entitled 'Fratres Militae Christi, 13th Century'. What, I hear you cry, is *a Fratres Militae Christi?* Well, I can figure out the *Christi* bit being Latin for Christ. *Militae* probably means Military, which only leaves *Fratres* that I think means brother. (You've probably figured out by now that I'm a bit of a linguist - but only a bit!) 'Military Brothers of Christ?' Well, it seems I was not far from the truth, the figure in question being a member of a Teutonic order of knights who called themselves 'Brothers of the Sword'. The kit was designed by the talented Andrea Jula and cast in eight white metal parts to Pegaso's usual high standard. It is a nice job, well executed and, I would think, a must for aficionados of the chivalric period. After dry-fitting the parts, I found that leaving off the left arm holding the shield and, therefore, the cloak was the easiest way forward. However, the fit is so good that, after painting, the parts should go together without recourse to filler. As usual with all Pegaso kits, there is a concise historical outline along with some painting instructions in four languages. Although it is supposed to represent a member of a Teutonic order, there's no reason why it can't represent almost any chivalric order of the period although, with the cowled cloak, it should be from a Christian order. Recommended. 54-235 retails at £24.80 + £2.95 p&p in the UK.



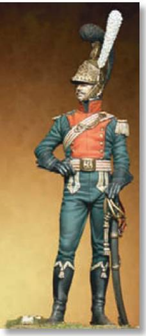
Next is No.54-236, a rather buxom wench entitled 'Rodeo Girl', also in white metal and sculpted by Gianni La Rocca. However, from her dress she certainly isn't from the heyday of the Wild West, rather more modern, I feel, but she does pack a 'six-gun' on her hip. There is a historical, or in this case, a background piece on the figure and a painting instruction sheet, although this should be taken as a 'suggestion' sheet. Our 'girl' wears the traditional Western garb of Stetson hat, checked shirt, (tight) jeans, Western boots, spurs, buckskin fringed gauntlets, and, of course, gun belt and Colt revolver. All this in eight parts (two of these being the spurs) including the base. It's just a case of gluing the arms, hat, spurs and gun in its holster and you're ready for painting. Enjoy! 54-236 retails at £24.80 + £2.95 p&p.

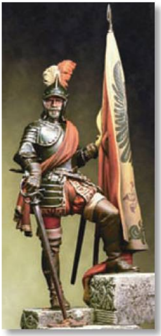
The final 54mm piece is No.54-237 and billed as an Umbrian Naharti Warrior of the 4th-3rd Century BC sculpted by Benoit Cauchies. (Many of these sculptors must do it in their sleep!) If you are anything like me, my first reaction was, "Who were the Umbrian Naharti's?" I knew that Umbria was in Central Italy, so I presumed that the *Naharti* were a tribe from that area. On reading the historical text that accompanied the kit, I found I was correct, so I can chalk up the discovery of another piece of history that I previously knew nothing about. I learn so much from this hobby! Anyway, back to the kit, which consists of eight crisply cast white metal parts. The right arm is complete with the shield and the left arm holds the two spears. As usual the spears are cast in white metal, so I removed the 'pointy bits' and replaced the shafts with two lengths of fine brass rod. In this scale it doesn't really matter, but I think they look better and I'm not forever straightening them out. (They also come in useful when unthinking visitors just have to touch my figures. After all, they wouldn't run their hands over the Mona Lisa just to see how it feels!) A nice little kit this and a good paint job will bring it alive. Recommended. 54-237 retails at £24.80 + £2.95 p&p.

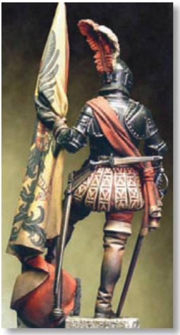
The next three kits are all 75mm and include a Napoleonic figure and something close to my heart. It is a rendition by Benoit Cauchies, one of my favourite sculptors, of an 'Officer of the 1st Regiment of Light Horse Lancers of the Line in 1811' (No.75-044), although, by changing the facing colour, it can be painted as any of the six line lancer regiments. Comprising 16 parts, all crisply cast, the figure assembled without any problems, although I left off many of the parts until after I had painted the main body. Even then, I required very little filler and gap-filling super glue was enough to close any (very) small gaps. There is, of course, a base supplied and, once mounted on it, the figure has just the right pose for an officer in Napoleon's army. Highly recommended for any Napoleonic fan. 75-044 retails at £33.90 + £3.95 p&p.

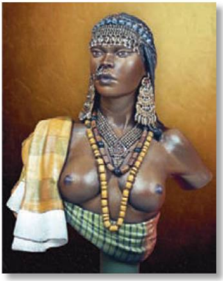
Victor Konnov sculpted 75-045, the Conquistador and conqueror of the Aztec Empire, Hernan Cortes. (Incidentally, Andrea Press recently released a very good book about the Conquest of Mexico). The kit consists of 14 cast white metal parts, including an excellent two-piece base, and a concise historical and a painting instruction sheet in four languages. The figure looked larger than 75mm and on measuring it, it stands closer to 80mm and when mounted on its base the finished piece stands at over 100mm high, so you are really getting your money's worth with this kit. The body is made up of five pieces, head, main body and right leg, raised left leg and two arms, and, I must admit it required a bit of fettling to get them all tightly fitted. However, it is worth the extra effort because this is an imposing figure that will reward all the work one puts into it tenfold. I did have difficulty straightening the blade of the sword, not just vertically but also laterally so, in the end, I cut it off and made another from Plastic card. I also made his armour a little rusty (thanks to Life Colors' Dust & Rust set that I find myself using more and more), which I felt was more in keeping with his environment and the fact that he and his small band of Spaniards had been campaigning for some time. A fine kit representing a charismatic historical figure and I thoroughly recommend it. 75-045 retails at £33.90 + £3.95 p&p.

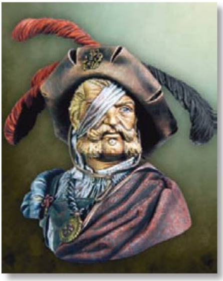
The final 75mm kit in this review represents an Officer of the 71st Regiment of Foot (Highland Light Infantry) No.75-046. Although the historical blurb accompanying the kit doesn't actually give a date of this fine British gentleman, from the shape of the shako, it looks to be around 1830, although I am ready to stand corrected. However, Simkin doesn't show officers of that period wearing the hussar-style boots (although they might have done so during the latter part of the Napoleonic Wars!). I'm also not quite









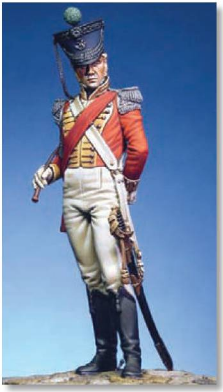


sure about the French-style epaulettes being worn over the British style ones, can anyone enlighten me as have never seen it before but, I'm sure, Maurizio Bruno (the sculptor) would have done his research and he has discovered something that I have missed. *(They are correct; the officer is in Levee Dress. Ed.)* Once again, the figure measures out to nearer 80mm high than 75mm and assembles from 10 white metal parts, all beautifully cast with crisp details. Whatever the rights or wrongs, if any, of this kit, it is colourful and represents the British army during a period that has been sadly neglected by many manufacturers. 75-046 retails at £33.90 + £3.95 p&p.

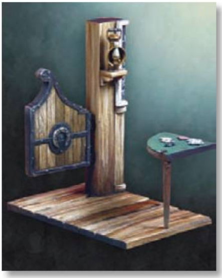
Kit No.200-011 is a one-piece, cast resin bust of a girl from the Afar tribe resident in the Horn of Africa and resident in Ethiopia, Djibouti and Eritrea. The people are dark brown or black and, uncommon among a professed Sunni Muslim people, the women are bare breasted. Apart from that, the Afar are a distinct Eastern Cushite people possessing a language and culture much like the Somali or Oromo peoples, but little more is known of them. The bust is extremely well sculpted by Andrea Jula (which should say something about the quality) where even the smallest details are cast very precisely. Apart from that, it's all in the painting and 200-011 retails at £39.65 + £3.95 p&p.

Unlike the previous bust, Victor Konnov's 200-012 is cast in white metal and titled *Landsquenect* (Landsknecht) and is very different. I do like the touch of the bandage across the right eye that gives the bust character. There are also more parts to this one, 10 in total plus a 'riser', that all went together without a hitch. However, I drilled and pinned the feathers because they are quite heavy and any slight knock would easily remove them. On reflection, I should really have done the same for the head into the neck. There's plenty of scope for artistic interpretation with this subject, as they were known for their flamboyant clothing. No.200-012 retails for £39.65 + £3.95 p&p.

The last offering from Pegaso for this month is another in their "Pegaso Objects" series, this one being a 'slice' of a 'Western Saloon' (ASL-028) is cast in grey resin and consists of a piece of floor, a section of gambling table, door post and a section of a swinging door plus an oil lamp. My first reaction was how good this would be with some of Pegaso's earlier Wild West releases like the 'Cowboy in Saloon' (54-226), 'Sheriff' (54-202), or 'Gunslinger' (54-226) among others, or even some of Andrea's Wild West characters. The 'Objects' are all very good and, like many of the others, it will take its place in my 'stash' ready for the time when I get round to modelling the Wild West Scene, which I've promised myself to do. ASL-028 retails for £20.60 + £2.95 p&p.



All Pegaso kits and accessories are available in the UK from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528. sales@historex-agents.co.uk www.historexagents.com or from Pegaso Models direct.



Charles Davis

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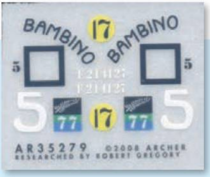
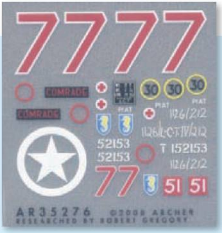
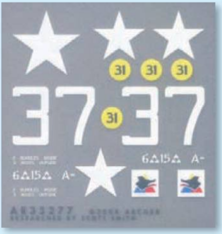


Archer Transfers

AR35279 Staghound Mark I, 2nd New Zealand Divisional Cavalry (1:35 scale) US$6.95
Following two recent 1:35 scale plastic kits of the Staghound and a great reference source in the form of *Armor Color Gallery No.2 "Armor Camouflage & Markings of the 2nd New Zealand Division - Part 2: Italy* by Jeffrey Plowman reviewed in ***Military Modelling*** Vol.37 No.15 comes this set of rub-down transfers for a vehicle in New Zealand service. Researched by Bob Gregory, it covers a vehicle from 5th Troop, 'B' Squadron named BAMBINO and has all the markings needed from serial number to tactical signs in the correct style of lettering. Instructions take the form side, front and rear view drawings showing where each marking goes. Details of the additional stowage fitted to the car are given as well; those who have the *Armor Color* book mentioned can see photos or alternatively go online and look at the images there. Items can be used direct or applied to clear decal sheet and used as waterslide decals.

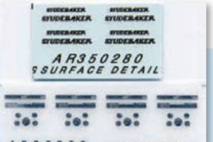
AR35276 13th/18th Hussars Sherman Mark III 'COMRADE' (1:35 scale) US$9.95
Many official photos were taken of 13th/18th Hussars as they prepared for the D Day landings and some of these have been used to create this set of rub-down transfers for a 'C' Squadron vehicle named COMRADE. Researched by Bob Gregory it includes all visible markings, from the large turret numbers, to vehicle name, tactical signs and bridge class markings. Even the lettering on the extra ammunition box fitted to the standard turret bin is included as are the loading instructions and landing craft designations. Colour side, front and rear drawings show where each item goes, and extra 27th Armoured Brigade 'seahorse' marking and bridge class discs are provided. COMRADE was an M4A2 with one-piece transmission housing and direct vision slots, so far no plastic kit is available with these features, so some conversion using Dragon's Kit 6062 'M4A2 Tarawa' or even the newer 6231 'British Sherman Mark III Mid Production Sicily' with aftermarket items or parts from other kits. Photos of the tank can be seen on the Archer Website. Some may also want to add the wading equipment fitted for the landings from scratch or aftermarket sets. Two other Hussars' tanks already have markings available from Archer; set AR35172 for Firefly Vc CAROLE and AR35173 covering another Sherman Mark III CHARMER.





AR35277 US 6th Armored Division M4A3E8 (1:35 scale) US$11.50
While many American armoured vehicles carried only basic markings in the form of white stars and 'bumper codes', some units adopted large identifying numbers and a few had coloured logos as well. This set researched by Scott Smith depicts one such vehicle from 15th Tank Battalion with all items including the large hull number and Armored Force triangle with wolf's head superimposed. Intended to be used with Dragon's kit 6183, it will add a splash of colour to any collection. They can be applied direct as rubdown transfers or with the aid of clear decal sheet as waterslide decals. Photos of the original vehicles can be seen on Archer's website.

AR35274 M4 Tractor instruments and placards (and M26 Instruments) (1:35 scale) US$7.50
Transfers and surface details for American vehicles in 1:35 scale were designed for the Hobby Boss kits with a bonus for anyone with one of the older Tamiya 'Dragon Wagons' to complete. Set AR35274 'M4 Tractor instruments and placards (and M26 Instruments)' is unusual for Archer in that the rub-down transfers for the main panel on the M4 have to be applied to clear decal sheet before fitting and a suitable piece of this is provided. Some preliminary work is needed on the kit instrument panel part for which instructions are given, after which the decal can be put in place. Two information panels are simply fitted into relevant places either in rubdown form or as decals. For the M26 the replacement panel transfer is applied to the kit panel and enough items are included for two kits.



AR35280 Studebaker (1:35 scale) US$5.95
This is for the recent ICM Studebaker kit, enough items are included for four vehicles. Again the gauges have to be applied as decals and a piece of 'wet media paper' is likewise provided, while two information panels can be used rubbed-down or as decals. The raised manufacturer's logo comes as surface detail items already on their own decal sheet. Two sizes are provided, one to replace the kit part which is too small as well as a second version to the right size which will need a new backing panel to be made up from plastic sheet. As with the instruments, enough for four kits is provided all for the one price.

Three more sets from Archer offer alternative markings for 1:35 scale Panther *Ausf G* kits. All are researched by Roddy MacDougall and come in the usual Archer style of rub-down transfers which can be applied direct or onto clear decal sheet to be used as the more usual style of waterslide decal. Line drawings show where the items go and brief colour notes are provided; published references are listed for each of the different subjects.

AR35275 (US$5.50) is for the Adjutant's tank of *SS PzRgt12 HitlerJugend*, and includes the usual black and white crosses, stylized 'G', vehicle number and acceptance mark plus the turret number in two styles representing sharp-edged or hand painted variants.

AR35278 (US$6.50) allows the modeller to depict tanks from *9SS Panzer Hohenstaufen* during the winter of 1944-45 with five different chassis numbers plus one duplicated, five acceptance marks, two sets of crosses and various plain white numbers which can be used as required. Specific details and enough crosses are given for tanks 102 and 421, as other tanks in this unit only had turret numbers the set offers enough items for several vehicles.

AF35281 (US$5.50) offers a *Befelspanther* marked AJ9 from an unidentified unit seen in Hungary in 1945. Full markings of turret markings, crosses, chassis number and acceptance marking are provided.

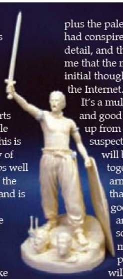
Thanks to Woody at Archer for sending the sets for review. Archer items are stocked in the UK by Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528. sales@historex-agents.co.uk www.historexagents.com and SB Models, PO Box 114, Barrow-in-Furness, Cumbria LA13 0WY. Tel/Fax: 01229 430749 sales@sbmodels.fsnet.co.uk There are many other dealers worldwide. See Archer's Website www.archertransfers.com for more details

Peter Brown

Prices in text

Archer Fine Transfers, PO Box 1277, Youngsville, NC 27596-1277, USA www.archertransfers.com

Friendship Models



It's no secret that I like Pete Morton's sculpting, I've followed his efforts over the years, and he has a knack for turning out a rather nice sculpture on a regular basis. He's now providing some masters for Friendship Models, and his first efforts for them were in the form of 1:35 scale figures in the 'Wee Friends' range. This is the first 120mm figure and hopefully of many, larger scale offerings, and steps well away from the 20th century genre of the aforementioned small-scale figures, and is in the form of a Celt.

I'd seen initial shots of this on the Internet (on The Basement Forum - http://www.tbforum.co.uk/) and liked the looks of the figure then. Certainly thoughts that it looked like a large scale rendition of the Raúl Latorre piece from some years ago. When I saw it at Darlington show – on Ian Hanratty's stand (He's the chap who owns Friendship Models), I've got to say that initially I was a little disappointed. The reason being, and this was *a first impression*, that there just didn't seem to be a lot of detail on the piece. However, that all changed once I got a closer look. The less than perfect lighting, plus the pale cream resin used to cast the kit had conspired to hide a lot of the sculpted detail, and the closer inspection proved to me that the model did indeed live up to my initial thoughts when I saw the photos on the Internet.

It's a multi-part kit with logical splits and good casting, very little to clean up from the moulding process, and I suspect very little in the way of filler will be needed. Parts certainly fit together well, although the left arm will need careful thought so that its fall looks natural. It's a good enough fit between the arm and the shoulder, but the square socket/plug allows room for movement as you offer up one piece to the other. Also interesting will be how you fasten the shield to that hand. A very good pair of short twisted resin hangers are provided to link the hand to the shield, but I think I'd be adding a blob of putty into the space between the back of the fist and the recess on the shield to allow a good solid bond for the glue to grip onto. Structurally, the body works, the raised sword and shouting features seem to challenge a not-too-distant enemy, certainly the two severed heads (Pete, please, this is so gory!) won't endear the character to whoever they belonged to recently.

Clothing and accoutrements? Nice raised design on the shield, decorative and follows current thoughts for what such items might have looked like, when linked to archaeological finds such as jewellery. The same goes for the sword scabbard, which is a very fine moulding too, only needing the cleft at the upper end refining so it looks like the sword can be slipped into it. The sword again follows what we're tending to see in reference works for this period, and the loose baggy trousers offer the painter a blank canvas to depict anything from simple single colour clothing to the more complex checked or striped weave design.

This is a nice offering. True, some might say, "Oh, another Celt!" But to be honest, it's an opportunity to paint a well sculpted and moulded offering along the lines of the Latorre sculpt, for those of us who really wanted to put a fancy paint-job on that diminutive piece.

Adrian Hopwood.

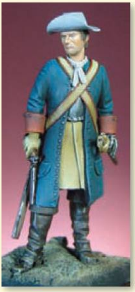
Price £30

Friendship Models, 12 Delta Drive, Musselburgh, East Lothian, Scotland EH21 8HR. Tel: 0131 665 0866.

friendshipmodels@btinternet.com

www.friendshipmodels.com

Der Bunte Rock

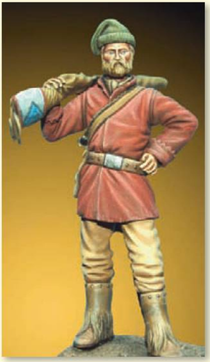


The latest offerings from the Germany-based Der Bunte Rock are two kits, one of 54mm and the other of 75mm. Since the company's amiable owner Michael Kolpinski first appeared at Euro Militaire a couple of year's ago, I've kept a watchful eye on his products and each new release demonstrates that he really is getting the hang of this strange business. Right from the beginning, I was taken by the standard of his figures and the fact that they represented a diverse range of periods, many of which had been disregarded by other manufacturers. However, they seemed to be let down by the painting of the box art illustrations. Since then, he has employed a very fine painter indeed and what's on the box does truly represent the standard of sculpting and casting found in it.

So… to the latest creations! The first one is a 54mm figure of a member of Britain's Royal Horse Guards (the Oxford Blues) at the time of the Restoration Period in 1678 (No.54-018). Many manufacturers have released figures about the ECW, but no one, as far as I am aware, has ever released a figure based on the restoration of the monarchy that, having seen the Der Bunte Rock release, is a shame. It has been sculpted by the talented Swede, Anders Heintz and crisply cast in nine white metal parts plus a resin base.

The figure required just a minimum of cleaning up before I was able to undercoat it ready for painting. Included with the model is a short history of the regiment and a painting guide. My verdict? A nice little kit of a neglected period of English history, and 54-018 retails at €16.95 + p&p and can be ordered through Der Bunte Rock's Website, www.der-bunte-rock.com

The 75mm offering, entitled 'The Old Timer' is a figure of a North American mountain man c.1750, No.75-002. This one has also been sculpted by Anders Heintz and cast in white metal, eight parts plus a resin base, and just needs a little cleaning up before it's ready for undercoating. There's no instruction sheet with this one but, actually, one isn't required as the colours are really the painter's choice. This has a good bearded face and the clothing and arms conform to my references. It retails at €29.95 plus p&p and can also be ordered through the Website, which also shows the whole range offered by Der Bunte Rock, including a recent addition from Russia called Soldier Art. This company, working out of Moscow and St. Petersburg, produce 54mm, highly detailed, well-cast figures. Der Bunte Rock is to be the sole European retailer and has promised to forward sample kits to me as soon as he receives them.



Michael Kolpinski, Der Bunte Rock's owner, speaks English and is always very helpful. However, he is still trying to get a UK distributor for his products, so if you know of anyone, please let him know.

Charles Davis

Prices in text

www.der-bunte-rock.com

DRAGON
1:35 '39-'45 SERIES
BRITISH SHERMAN Mk III
MID PRODUCTION SICILY

Dragon Models Ltd

Following on the heels of their Early Sherman Mark III kit (No.6313) DML have now released a new mid-production 1:35 scale M4A2 Sherman III kit with a complete welded hull. There were some complaints with the previous kit as to whether or not DML was trying to 'fudge' the kit as the armoured hoods for the driver and co-driver were not 'soft' enough or narrow enough to replicate the proper cast models correctly, but with this kit it states all over the box blurbs that it is a welded hull variant.

The kit does provide that, and as with most of the recent DML Shermans now has beautifully done weld beads and welding marks on the hull proper as well as many of the details. This kit now also sports a more accurate set of engine access doors (the grilled ones on the engine deck) with 24 grille bars in each one; I had not fully counted the ones in previous kits but someone had and dinged DML for not getting it right!

There are minor or major tweaks to several of the kit sprues for this model from past efforts, so once again DML is continuing to make corrections to their kits as they evolve. While this is now becoming maddening to a number of modellers (buy a kit and two issues later you feel you are 'stuck' with a bad kit, and then refuse to buy the new one out of spite) it shows that unlike at least two major manufacturers DML will listen and take criticism from valid points of view to heart. Just recall the old Irish maximum of 'be careful what you wish for.'

Most of the bits here are familiar to Sherman fans over the last three or four years, such as the low bustle turret with a choice of M34 mount without 'ears', M34 mount with 'ears', add-on armour protection for the coaxial machine gun with the M34 mount, or the M34A1 mount. From the box art the correct choice for this particular variant is the M34 with 'ears' and supplemental armour. But once again, even though the box art shows an M2HB machine gun on the commander's cupola mounting none is included in the kit.

The directions are pretty much status quo and cover assembling the suspension with the use of the 'spoked' road wheels provided (parts D-6) and 'spoked' idlers (parts D-8) for the M4A2 suspension. This version uses the one-piece 'blunt' transmission cover and no three-piece one is provided as an alternative. Note that in Step 6 there are a number of mounting holes inside the hull, which need to be drilled out for mounting the tools and OVM on the rear of the tank. The bolt pattern, as with previous M4A2 hulls, is pre-painted on the stern plate for easy location and attachment of the chosen parts (either etched brass or countersunk via drilling holes.)

As with the previous kit the etched brass supplied covers mostly larger details this time, such as a partial complete sand shield and fender installation, which is apparently specific to the kit prototype. New design headlight guards (e.g. easier to fold and install) and fender components as well as the commander's 'blade' sight are provided but not tie-downs or tool straps. The 10 bolt heads for the stern of the hull are provided as etched pieces as well.

Most useful from a Commonwealth standpoint will be the one-piece DS plastic WE210 'Double I' pattern tracks, which appear to be very nicely done. They are packed flat and not protected, but the ones in the review sample suffered no ill effects to the guide teeth.

Finishing directions and markings are included for but ONE tank: CLIVE from the 3rd County of London Yeomanry, British Army, Sicily 1943, and a targeted Cartograf decal sheet is included. This is really unfortunate, for many of the British units in Italy in 1944 appear to be equipped with this specific type of tank, and Steve Zaloga has done some work showing Polish units in Italy manning this model. Perhaps Woody Vondracek or other after market specialists will provide a wider range of markings for those vehicles.

The choice of this one vehicle is also somewhat limiting as all of the bits in the kit in the of etched brass are only for this tank or a few others, and ergo the rear sections of the sand shields are missing. CLIVE also has 'catch-alls' welded to the sides of the rear decking which photos show were not universally applied to other Sherman III tanks. My final question is also one of timing: the kit claims Sicily 1943 but the all-welded version of the M4A2/Sherman III did not reach final approval until August 1943 and only entered production after that whereas the Sicilian campaign ran from 10th July to 17th August 1943, so how did a tank which did not even get into production until the fall of 1943 wind up serving in Sicily?

Overall, while this specific example may not have been the best choice the kit itself offers a broad range of options for Commonwealth modellers and should be popular with anyone who wishes to do up a Polish tank in Italy or similar tanks in Normandy. Thanks to Freddie Leung for the review sample.

Dragon Models are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH.
Tel: 01908 605686. Fax: 01908 605666. sales@hobbyco.net
enquiries@hobbyco.net

Cookie Sewell

Price £29.99

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www.dragon-models.com

GERMAN 3ton 4×2
CARGO TRUCK
TAMIYA

Tamiya

Announced at the Nuremberg Toy Fair last February, Tamiya's 1:35 scale kit of the German 3 ton 4x2 Cargo Truck has finally arrived. (They can't call it an 'Opel Blitz' for copyright reasons – even right down to the radiator grille motif not being lettered on the box art!) The Blitz was 'done' in 1:35 by Italeri years ago, but Kit 35291 is a complete new tool from the Japanese premier kit maker, moulded in dark grey polystyrene. It has a fully detailed chassis, cab and the general purpose back end is detailed inside and out. There's also jerrycans and fuel drums provided as the load. Minus points are lack of engine and tilt, only the folded frame hoops are provided for the latter. No doubt the aftermarket resin and etched brass makers are already designing their add-ons and replacements. We'll have more on this new kit in future issues. Price is £18.99 (LSA Models www.lsamodels.co.uk).

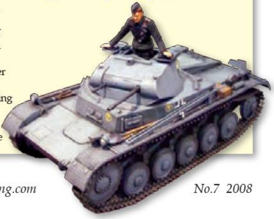
Rumours of Tamiya's proposed *PzKpfw II Ausf A – C* were true and the pre production model was displayed at the Shizuoka show in Japan earlier this month … our friend over there sent us some pictures and the display model is reproduced here. At the time of going to press there was no release date or price. I've passed on the pictures to our Website www.militarymodelling.com where there's more to see, including the sprues.

Tamiya kits are imported by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH. Tel: 01908 605686. Fax: 01908 605666. sales@hobbyco.net
enquiries@hobbyco.net

Ken Jones

Prices in text

Tamiya, 3-7 Ondawara, Shizuoka City, Japan.
http://www.tamiya.com/english/e-home.htm



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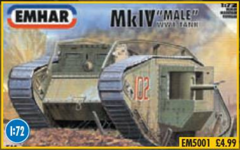
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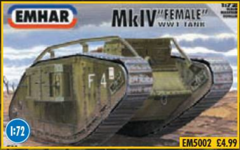
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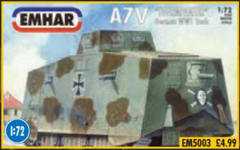
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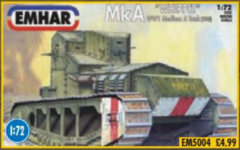
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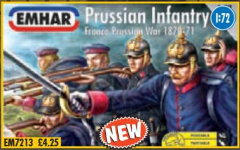
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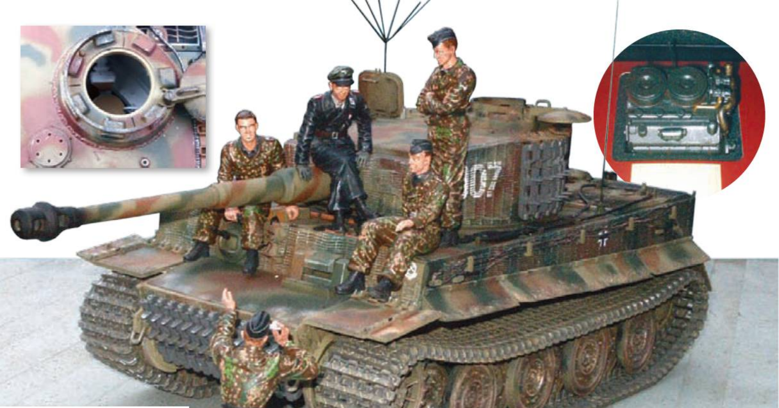

Forces of Valor

On 13th June 1944, just a week after D-Day, one man pretty much cemented his name in our history books. That name was Michael Wittmann. His small group of Tiger I tanks blunted the whole advance of the British 7th Armoured Division, the Desert Rats. Already a tank ace from the Eastern Front, he had come to Normandy where he made his most lasting impression at the village of Villers Bocage. Later in the fighting in Normandy (on August 8) he and his crew eventually ran out of luck, and they were killed together, in their tank. Their bodies remained as 'missing' for many years, until after a long period of research, Jean Paul Pallud, an author well known in 'After the Battle' magazine, traced their remains to a roadside grave, near to the field in which their tank had been knocked out. Today they rest peacefully in the German Cemetery at La Cambes, where I saw their grave markers back in 2006.

I've been a modeller for many years now, and seen various trends come and go over the years. Not only are we now seeing an interest in 1:16 scale models, but also in ready made and painted models for collectors. This recent release in the Forces of Valor range hits both those targets, and adds to it the chance to add a 3D recreation of a very famous photograph as well. The picture of Michael Wittmann, in black Panzer uniform, sitting cross-legged on the barrel of his Tiger I, accompanied by the other members of his crew, is a well-known image. Forces of Valor have now captured that image in miniature, or maybe 'not' so miniature…. Coupled with that, I have to describe this as one of the most stunning models I have ever been fortunate enough to review.

Just recently we have seen the growth of ready made and painted models, aimed especially at the adult Collectors Market. With a price tag of around £329, this is definitely not a toy!

On arrival, it came in a normal cardboard shipping box, though already printed as containing Wittmann's Tiger, and number of units in box. I opened the box to find it completely filled with the single display box, complete with carrying handle to lift it out. With pictures of the Tiger and that famous image of the man himself, the box itself is impressive piece of packaging. Plus it doesn't finish there. Open the lid to find a lift out upper tray, which holds another three packages. One is vac-form packaging to protect the large star aerial to mount on the tank. A second, in a padded box with a hinged lid, is the made and painted engine. Then alongside, in another beautifully presented box, come the spare track links, tools, tow cables, sections of side track guards and the five ready-painted 1:16 scale crew figures. Lift the whole tray out, and underneath is the larger box, again with a handle to lift it out, and containing a custom made polystyrene box that holds the Tiger itself. If that sounds an elaborate description, it is. I can't remember having been so impressed with the thought and design that has gone into this, and it simply does justice to a beautiful collectors piece within.

Once you get into the Tiger itself, with metal cast tracks that give it a lot of weight, it is complete with *zimmerit* finish, and even some light 'mud' in places around the running gear. The turret of course rotates, but all the hatches can be opened, even the one in the turret side and the two lids of the stowage bin on the turret rear. The engine deck open up in three separate panels, so you can slot the engine into the centre compartment, but the outer

two already have the fuel tanks and radiators inside. If you look through the hatches into the interior, you can see the interior turret detail, the crew seats and so on. Add an excellent three-colour airbrushed camouflage finish it looks impressive. They have included the gentle curve in the lower hull sides, along with the serrated shape join hidden up underneath the side sponsons, though largely hidden by the track run. This matches what you find on the real thing, and which I believe was usually missed on the earliest models of the Tiger, released in the 1960s and 70s. Only today might it seem odd that the turret number was 007, but it was, and it is only post war that this number has a common meaning for any James Bond fan. Wittmann's crew would never have known that connotation.

What you need to do it fit the spare track links around the turret, and on the hull front. Fit the on-vehicle tools, the side track guards, tow cables and of course position the crew figures. Wittmann is in his black panzer uniform while the remainder of the crew are in SS pattern camouflage uniforms. I think everything is painted very well indeed, especially the camouflage uniforms, even if a little shiny. Just the flesh colour is not quite on the mark to my eye, but that is a matter of personal taste. For those keen enough, and with the ability, of course you could repaint any detail such as this if you wish, but for the collectors market I think leaving it as supplied will retain the value of what will after all be an investment (so hang on to all that packaging as well). What remains is to position the crew figures, including the one in front with the camera, the chap who took that famous snapshot.

The three-colour camouflage pattern is sprayed on and weathered, complete with a light build up of mud in places around the wheels and lower chassis. Painted, weathered and shading, the paint job, considering this is a mass (sort of) produced model, is very well done, and to a standard that I suspect there are many modellers who would like to be able to match for themselves.

I'll let some photos of the model tell you the rest, but for those with an interest, I'd also refer you to two books from 'After the Battle Publications'. The first is by Danny Taylor, the man behind the LCI(L) and the Pegasus Bridge models recently released by Milicast, *Villers Bocage Through the Lens*, which takes a detailed look at that famous encounter. The second is *Panzers in Normandy, Then and Now*, which not only includes the fight at Villers Bacage, but also the details of the demise of Michael Wittmann and his crew, and the research by Jean Paul Pallud which led to the finding of his battlefield grave. For those who make the trip to Normandy today, then like me you can find their grave markers in the German Cemetery at La Cambes.

While some modellers will still prefer to do it all for themselves, this is a superb opportunity to have a well-finished miniature of a famous tank along with an equally famous crew, and a well known photo that is reproduced in a real collectors piece of a miniature. Equally, it can come straight out of the box and on to display. I personally have to rate this as a real stunner. It is only a limited production run, but that helps make it have value to hang on to as something of an investment, while you can enjoy it in the meantime.

My thanks to the manufacturers, Unimax Toys in Hong Kong, and their UK importer, Amerang Group, Commerce Way, Lancing Business Park, Lancing, West Sussex, BN15 8TA. Tel: 01903 765496. Fax: 01903 765178. sales@amerang-group.com who arranged for me to see this example of the new model. It is here in the UK and in the shops now.

Robin Buckland

Price £329

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New Tooling 1/35 M7 Priest
U.S. Howitzer Motor Carriage
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  This issue will be known as ***Collectors' Edition Issue 4.*** Following it this coming October will be our annual 'Euro Militaire Special' published as ***Collectors' Edition Issue 5.***

- The all new 100-page *'Figure Model Special'* will be published next month and will feature articles by ***Military Modelling*** contributors with more photos and drawings free from the space restraints of the monthly magazine…
  A small sample of the selected features and what you can expect in ***Collectors' Edition Issue 3*** are:

- Was it impossible for a woman to receive the Victoria Cross?

- 'The Pals'
- The Gauls!
- Red Devils!
- What the Hussars wore on D Day!
- Ideas for painting those medieval knights
- "The tankie and the miniaturist can be friends!"
- Back to basics – how to make sandy groundwork
- Dioramas? We've a couple of small ones with figures…

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See more about what's in ***Military Modelling*** Magazine month-to-month and in forthcoming issues and see some of the articles you may have missed from past issues on our Website

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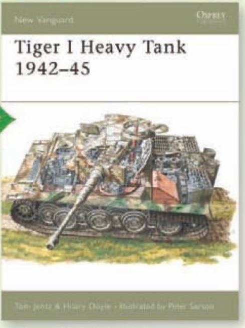
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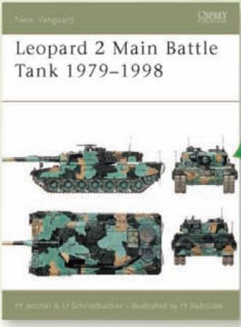
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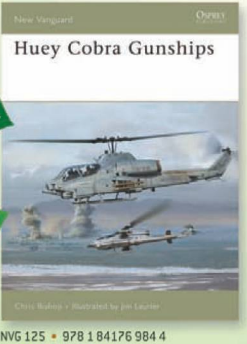
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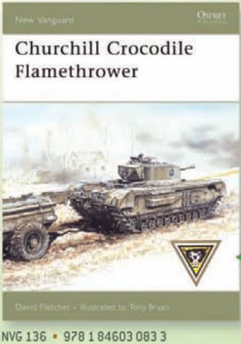
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